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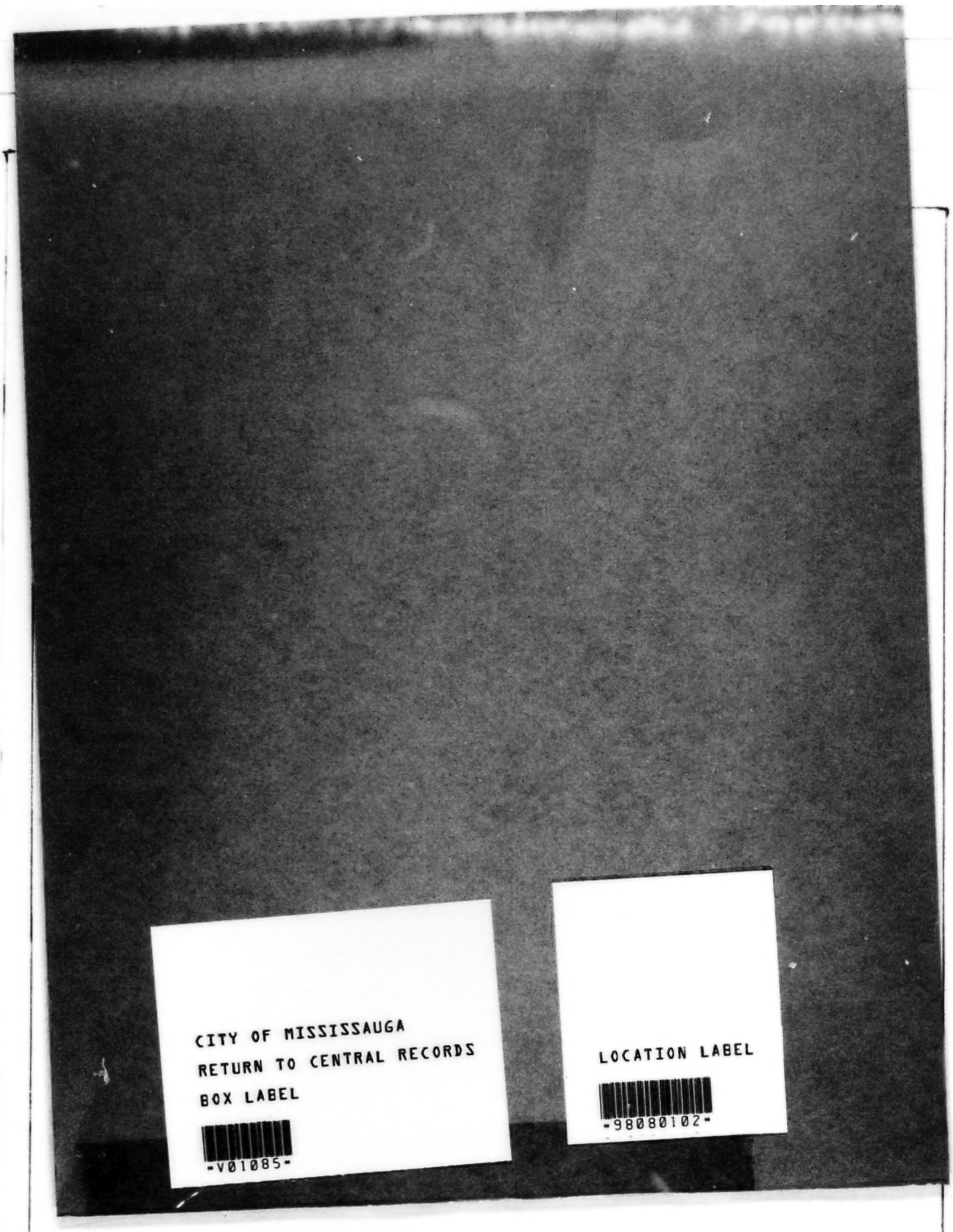
OPERATION & WORKS COMMITTEE MG.0

COMMITTEE OF ADJUSTMENT &
LAND DIVISION


CITY OF MISSISSAUGA
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November 12 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, NOVEMBER 12, 1986, 9:00 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy
Councillor P. Mullin
Councillor L. Taylor
Councillor D. Culham
Councillor D. Cook (Chairman)
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department
Date: November 7, 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - NOVEMBER 12, 1986

ITEM	FILE	SUBJECT
1.	D.05.06	Senior Citizen's Bus Pass - Increased Cost
2.	F.02.08	1986 Road Needs Study (Minor Update)
3.	A.02.03.02.02	Highway 403 Corridor/Mavis Road to Eglinton Avenue and 403 Arterial Extension to Dixie Road - Feasibility Planning Study
4.	F.06.04.02	Lehigh Crescent - Extended Parking
5.	E.02.02.02.20	Blythe Road - Sewer/Drain/Watermain Easement - Region of Peel
6.	A.04.13.01	"Racey Tract" History
7.	A.03.04.11.02	Traffic Safety Council Report 8-86 - October 29, 1986

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE — NOVEMBER 12, 1986

DEPUTATIONS - NIL

MATTERS FOR CONSIDERATION:

1. Report dated October 6, 1986, from the Transit General Manager regarding a proposed increase in costs for the senior citizen's bus pass.

During the 1986 Budget discussions a report dated March 26, 1986, was submitted regarding a change in the Senior Citizen's fare structure. It was pointed out at that time that any decision to revise the fare structure could not be implemented in 1986 since passes were issued in December for the following year.

A charge of $5.00 per pass was introduced in 1983 to meet the administrative cost associated with the pass. Approximately 8000 seniors' passes were issued in 1986 and it is anticipated a similar number will be issued for 1986. If the cost of each pass was increased by $5.00 this would generate an additional $40,000.00.

RECOMMENDATION:

That effective January 1, 1987, the cost of the Senior Citizen's bus pass be increased to $10.00 per year.

NOTE:

Mrs. Lucy Turnbull was advised of the foregoing recommendation and on behalf of the seniors was prepared to accept the increase as fair and reasonable.

D.05.06

RECOMMEND ADOPTION

2. Report dated October 31, 1986, from the Commissioner of Engineering & Works with respect to a minor updated to the 1986 Road Needs Study (Minor Update). The study indicates the City's road needs as of December 31, 1985.

During 1985 the City's road inventory increased by 19.3 km (12 miles) and the estimated funds, in 1984 dollars, to repair road deficiencies increased by $24,000,000.00.

RECOMMENDATION:

That the 1986 Road Needs Study be received.

A copy of the Study is enclosed separately for Members of Council.

F.02.08

RECOMMEND RECEIPT

3. Report dated October 31, 1986, from the Commissioner of Engineering & Works regarding a Feasibility Planning Study - Highway 403 Corridor Mavis Road to Eglinton Avenue and the 403 Arterial Extension to Dixie Road.

Attached to the report are the terms of reference which have been prepared in consultation with the Ministry of Transportation and Communications. When this feasibility planning study has been completed, it will outline the transportation requirements for the Mississauga City Centre including Highway 403 and will recommend a desired routing for a busway in the City Centre complex including a busway terminal.

The cost of this study is estimated to be $50,000 and will be paid for jointly by the City and M.T.C. with a maximum cost to the City of $25,000.

RECOMMENDATION:

(a) That the Ministry of Transportation and Communications be advised that the City of Mississauga is prepared to proceed with a feasibility planning study of the Highway 403 Corridor between Mavis Road and Eglinton Avenue including the 403 Arterial Extension to Dixie Road at a cost not to exceed $50,000.00 (gross City cost $25,000.00).

(b) That the firm of McCormick Rankin and Associates Limited be retained to carry out this study at an upset limit of $50,000.

A.02.03.02.02

RECOMMEND ADOPTION

4. Report dated October 21, 1986, from the Commissioner of Engineering & Works in response to a petition from a number of residents of Lehigh Crescent to permit extended on-street parking on this roadway. Mr. Salerno has indicated that his family of six operates seven vehicles and does not have available on-site parking for these vehicles. Apparently he has received a number of parking tickets.

Engineering staff have reviewed Lehigh Crescent with respect to permitting extended on-street parking. The review indicates that all residences have a minimum of 300% on-site parking (i.e., one garage space and two driveway spaces) and most have, or exceed, 400% parking. Some driveways have already been widened, some could be, while others would not have available space for widening.

Since on-street extended parking will only be considered in areas where there is less than 200% on-site parking and no available space for driveway expansion, as adopted by Council on May 14, 1984 on street parking is not recommended for Lehigh Crescent.

RECOMMENDATION:

That extended on-street parking not be implemented on Lehigh Crescent as sufficient on-site parking is available and that Mr. Luigi Salerno on behalf of the petitioners be so advised.

F.06.04.02

RECOMMEND ADOPTION

5. Report dated October 22, 1986, from the City Solicitor regarding an easement for sewer, drain and watermain purposes in favour of The Regional Municipality of Peel over part of Blythe Road. As a result of the closure of part of Blythe Road and the sale thereof to Mr. and Mrs. Kemper, it was necessary to arrange for the existing watermain located on the building lot sold to the Kempers to be moved to a new location. This is part of the closed out portion of Blythe Road, adjacent to the lands sold to the Kempers. The Regional Municipality of Peel has requested that the City grant an Easement in favour of the Region for watermain purposes over Part 4 to accommodate the newly located watermain.

RECOMMENDATION:

That a by-law be enacted authorizing execution of an Easement in favour of The Regional Municipality of Peel for sewer, drain and watermain purposes over Part of Blythe Road stopped up by By-law 965-86 being Part 4, Plan 43R-13843.

E.02.02.02.20

RECOMMEND ADOPTION

6. Report dated October 28, 1986, from the Commissioner of Recreation & Parks in response to a request for the history of "Racey (Tract)".

The following excerpts from publications on Mississauga's history will explain the origin and history of the name "Racey Tract".

"In 1820, the Mississaugas agreed to give up the lands they had reserved in the Old Survey on either side of the Credit River. In May 1822, the central block of land was sold to Thomas Racey who hoped to build mills and found a village. When Racey failed to meet his payments, most of the land was sold, but 37.5 acres was reserved for a town plot. For a time, the village was known as Credit, or Springfield and , sometimes, Springfield-on-the-Credit". (from "Erindale" Mississauga's Heritage the Formative Years, 1798-1879)

"The centre block covering both sides of Dundas Street was to be sold at once to pay for roads, and laid out in Lots of Fifty Acres and a Village.

In 1822 the block was purchased as one parcel by Thomas Racey, a timber cruiser and former navy Captain, who was expected to build mills and start a village. Three years later he had made a good start but was unable to meet the payments. In 1827 the block was again put up for sale but in smaller parcels. James McGill from Scotland bought the property around the mills, and thirty-seven and a half acres were reserved for a town plot. The rest was sold in 100-200 acre plots.

Up to this time the settlement on the Racey Tract was known as Credit, or Credit Village." (from Erindale, Crook of the Credit, Jean Adamson)

The "Racey Tract" refers to the central block of land purchased from the Mississauga Indians by the Crown in 1820 on either side of Dundas Street at the Credit River.

RECOMMENDATION:

That the report dated October 28, 1986 from the Commissioner of Recreation and Parks Department on the history of the name "Racey (Tract)" be received.

A.04.13.01
C.05.09.07

RECOMMEND RECEIPT

7. Report 8-86 of the Traffic Safety Council meeting held on October 29, 1986.

A.03.04.11.02

RECOMMEND ADOPTION

Mississauga Transit

MEMORANDUM

18

To: Chairman & Members
Operations & Works Committee

From: E.J. Dowling
General Manager

Dept.

October 6th, 1986

OPERATIONS/WORKS NOV 12 1986

SUBJECT: Increased Costs of Senior Citizen's Bus Pass

ORIGIN: Transit Department

COMMENTS: During the 1986 budget discussions a report dated March 26, 1986 was submitted regarding a change in the Senior Citizen's fare structure.

From the debate which ensued it was indicated that any decision to revise the Senior Citizen's fare structure could not be implemented in 1986 since passes were prepared and distributed by December of one year for use throughout the following year.

A charge of $5.00 per pass was introduced in 1983 to meet the administrative cost associated with the pass. We are now requesting that the cost of the pass be increased to $10.00 to meet these escalating costs.

Approximately 8,000 Senior Citizen passes were issued in 1986. We anticipate that a similar number will be issued for 1987. If the cost of each pass was increased by $5.00 this would generate an additional $40,000.

In order that the new cost can be effective in 1987, a decision must be made at this time prior to the sale in December 1986 of any passes for 1987.

RECOMMENDATION: That effective January 1st, 1987, the cost of a Senior Citizen's bus pass be increased to $10.00 per year.

E.J. Dowling
General Manager

EJD/AG/dk
1.28(27)

RECEIVED
RECEIVED No. 8597
DATE OCT 27 1986
FILE NO. 205.06
CLERK'S DEPARTMENT

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 211 00087

To Chairman and Members of 8837 From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee. NOV - 5 1986 Dept. Engineering and Works Dept.

F.02.08

October 30, 1986

OPERATIONS/WORKS NOV 12 1986

SUBJECT: 1986 Road Needs Study (Minor Update)

SOURCE: Engineering and Works

COMMENTS: Enclosed is a copy of the 1986 Road Needs Study (Minor Update).

The study indicates the City's road needs as of December 31, 1985.

During 1985 the City's road inventory increased by 19.3 km (12 miles) and the estimated funds, in 1984 dollars, to repair road deficiencies increased by $24,000,000.00.

RECOMMENDATION: That the 1986 Road Needs Study be received.

for J. Talbot

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR/dm
0491E
encl.

FORM 145

City of Mississauga

MEMORANDUM

3

To Chairman and Members of — From W. P. Taylor, P. Eng.

Dept. Operations and Works Committee — Dept. Engineering and Works

October 31, 1986

OPERATIONS/WORKS NOV 12 1986

SUBJECT: Feasibility Planning Study - Highway 403 Corridor Mavis Road to Eglinton Avenue and the 403 Arterial Extension to Dixie Road

ORIGIN: Engineering and Works Department

COMMENTS: Attached are terms of reference which have been prepared in consultation with the Ministry of Transportation and Communications. When this feasibility planning study has been completed, it will outline the transportation requirements for the Mississauga City Centre including Highway 403 and will recommend a desired routing for a busway in the City Centre complex including a busway terminal.

8836

NOV - 5 1986

A 02.03.02.02

The cost of this study is estimated to be $50,000 and will be paid for jointly by the City and M.T.C. with a maximum cost to the City of $25,000. Funds for this work are available in the Traffic Professional Services Account for 1986 (Account No. 08630-18).

RECOMMENDATION:

1. That the Ministry of Transportation and Communications be advised that the City of Mississauga is prepared to proceed with a feasibility planning study of the Highway 403 Corridor between Mavis Road and Eglinton Avenue including the 403 Arterial Extension to Dixie Road at a cost not to exceed $50,000.

2. That the firm of McCormick Rankin and Associates Limited be retained to carry out this study at an upset limit of $50,000.

for William P. Taylor, P. Eng.
Commissioner of Engineering and Works

0495E/0039E

FORM 145

3(a)

DRAFT

TERMS OF REFERENCE

FEASIBILITY PLANNING

HIGHWAY 403/MISSISSAUGA CITY CENTRE

MAVIS ROAD TO DIXIE ROAD

October 1986.

3(b)

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3(a)1

INTRODUCTION

1.1 BACKGROUND

Since 1982, a number of transportation and feasibility studies involving the City of Mississauga and the Ministry of Transportation and Communications have been carried out in order to assess future transportation requirements including:

- o improved service to the Mississauga City Centre,
- o improved service to the rapidly expanding Airport South and West Malton Industrial districts,
- o future rapid transit needs.

These studies have included the following:

1) MISSISSAUGA TRANSPORTATION STUDY

This study assessed the transportation requirements for the City of Mississauga to the year 2011 including the need to provide east-west rapid transit service in the Highway 403 corridor. The focus of the study was on network demands rather than on the detailed feasibility of individual transportation facilities, however, the network modelling confirmed the need to develop a rapid transit system interface with the City Centre and the Highway 403 Arterial Extension between Cawthra Road and Eglinton Avenue.

2) MISSISSAUGA CITY CENTRE TRANSPORTATION PLAN

This study assessed the transportation requirements for the City Centre at an ultimate employment level of 65,000 persons and a residential population level of 25,000 persons. The report concluded with an identification of the roadway and transit network improvements required to adequately serve the City Centre over three time frames, 1985 to 1991, 1991 to 1995 and ultimate. Roadway improvements identified in concept form included future modifications to the Highway 403 interchanges at Mavis Road and Hurontario Street as well as supplementary access to and from the freeway. Both the Mississauga Transportation Study and the Mississauga City Centre Transportation Plan recommendations were adopted by City Council in July, 1985.

3) MISSISSAUGA CITY CENTRE TRANSIT INTERFACE FEASIBILITY STUDY

This study involved the investigation of the feasibility of alternative routes for inter-regional rapid transit and station interface requirements within the City Centre and the implications of such alternatives on the Secondary Plan. One of the routes investigated included the route presently identified in the Parkway Belt West Plan. The study was carried out as an extension to the Inter-Regional Rapid Transit Study carried out by the Province under the GO-ALRT program.

3(4)1

4) MUNICIPAL RAPID TRANSIT SERVICE STUDY

This study was carried out to provide a more comprehensive understanding of the role that municipal rapid transit (busway) can perform in the continued growth of the City of Mississauga and in particular the extent of required transit service, fleet sizing and future capital and operating costs over two time periods, 1991 and 2011.

5) MISSISSAUGA TRANSPORTATION STUDY - 1991 UPDATE

In the summer of 1985, the Ministry of Transportation and Communications carried out a review of provincial highway priorities which subsequently resulted in the deferral of a number of projects previously assumed to be completed and operational within the City of Mississauga by 1991. Recognizing that the deferral of these projects will result in additional 'pressure' on the municipal road system, this study was carried out to assess the adequacy of the previously approved 1985-1995 Road Improvement Program.

In addition, the study also included the development of transit assignments to the proposed busway between the Mississauga City Centre and the Bloor Subway within Metropolitain Toronto in the early 1990's.

6) HIGHWAY 403 ARTERIAL EXTENSION - AN OVERVIEW

More recently, the City of Mississauga and the Ministry of Transportation and Communications carried out an overview study of the Highway 403 Arterial Extension within Mississauga and concluded:

4.3(f)

- "The Highway 403 Arterial Extension will not resolve all the transportation problems in the study area but together with other improvements, such as the extension of Matheson Boulevard, the partial grade separation of Renforth Drive and Matheson Boulevard, the completion of Highway 410 with an interchange of Courtney Park Drive, the possible interchange of Highway 401 and the Etobicoke Creek and potential connections to the lands north of Highway 401, should constitute sufficient capacity to accommodate the ultimate development of the study area."

Representatives of the City of Mississauga and the Ministry of Transportation and Communications recently met to discuss the City Centre Transportation Plan proposals and agreed that a comprehensive approach to the review and subsequent approval of the City Centre Transportation Plan should include an analysis of the overall effects on Highway 403 of such other proposed transportation facilities as the Highway 403 Arterial Extension. As a result, the City of Mississauga considers it appropriate to proceed with a review and analysis comprising a feasibility planning study.

3(g)

1.4 SUMMARY OF ISSUES:

The major issues to be addressed and resolved in the course of this study include:

1) What are the present traffic volumes on Highway 403 and the arterials within the study corridor and where are the present deficiencies in level of service?

2. Based on current forecasts of growth and development within the City and the Greater Toronto Area, when will it be necessary to expand the transportation capacity of the study corridors?

3) Based on current forecasts of growth and development within the Mississauga City Centre, what are the options for providing improved access to and from Highway 403 and the major arterials in the future?

4) What is the appropriate routing of the Mississauga Busway within the City Centre including the appropriate location of the City Centre transit station and interface with surface transit routes?

5) On the understanding that the Mississauga Busway could be upgraded in the future, if required, to an inter-regional transit facility, is there a need to continue to protect the previously defined inter-regional transit corridor in the Parkway Belt West Plan between Mavis Road and Cawthra Road.

6) Is the land presently occupied by the berm in City Centre usable for roadway and transitway purposes?

These terms of reference have been developed to address the various issues and thus clearly identify at this time, the appropriate concept design for the City Centre Transportation Plan (including future changes to Highway 403) and the Highway 403 Arterial Extension to Dixie Road.

3(k)

SCOPE OF WORK

2.1 **STUDY CORRIDOR:**

The study corridor extends from the Highway 403 interchange at Mavis Road easterly to Eglinton and the 403 Arterial Extension to Dixie Road. The study corridor includes examinations of the following Arterial Roads; Mavis Road, Confederation Parkway, Hurontario Street, Rathburn Road and Civic Avenue, within the City Centre area.

2.2 **FEASIBILITY PLANNING:**

Highway 403/Mississauga City Centre

The Mississauga Transportation Study assessed the transportation requirements for the City Centre at an ultimate employment level of 65,000 persons and identified conceptually the roadway and transit network improvements required to adequately serve the City Centre over the next 25 years. The focus of the transportation study was on network demands rather than on the detailed feasibility of individual transportation facilities. Accordingly, this study will identify, analyze and evaluate the alternatives to the City Centre Transportation Plan as well as the overall effects on Highway 403 between Mavis Road and Eglinton Avenue and 403 Arterial to Dixie Road.

3(a)1

The following major activities are anticipated in conducting the feasibility planning stage of the study:

1) Collect, organize, interpret and document appropriate study data including:
   - existing and future land use information including 85,000 jobs
   - traffic information
   - engineering data (including utilities)
   - property information
   - soils information
   - social environment (including existing noise levels)
   - natural environment
2) Summarizing the present (1986) traffic volumes on Highway 403 and the municipal road network within the study corridor.
3) Develop 1991 and 2011 travel demand forecasts utilizing:
   - available travel demand forecasts from the City and the Ministry of Transportation and Communications
   - historical traffic growth rates cross-referenced to City Centre employment.
4) Develop 1991 and 2011 trip distribution/modal split for the City Centre.
5) Assign 1991 and 2011 travel demand forecasts to the existing (1986) road network.
6) Identify capacity deficiencies in the road network.
7) Identify the City Centre Transportation requirements and alternatives, including busway and City Centre terminal.
8) Carry out an analysis and evaluation of the alternatives, including the overall effects on Highway 403 within the study corridor.

341

9) Prepare recommended plan at a scale of 1:2000.

10) Prepare report documenting feasibility study.

Highway 403 Arterial Extension

The arterial extension of Highway 403 would be located generally within the Parkway Belt West corridor between Cawthra Road and Dixie Road.

The following major activities are anticipated in conducting the feasibility planning stage of the study:

1) Collect, organize, interpret and document appropriate study data including:

- existing and future land use information
- traffic information
- engineering data (including utilities)
- property information
- soils information
- social environment (including existing noise levels)
- natural environment

2) Summarizing the present (1986) traffic volumes on the municipal road network within the study corridor.

3) Develop 1991 and 2011 travel demand forecasts utilizing available forecasts from the City and the Ministry of Transportation and Communications

4) Assign 1991 and 2011 travel demand forecasts to the arterial extension.

5) Examine the feasibility of a busway in this corridor.

7) Prepare recommended plan at a scale of 1:2000.

8) Prepare report documenting feasibility study.

3 & 4

STUDY ORGANIZATION/SCHEDULE

3.1 **STUDY ORGANIZATION:**

The study will be directed by a Working Committee comprised of the following agencies:

- City of Mississauga
- Ministry of Transportation and Communications

The Consultant will be required to report to this Committee on a regular basis and at all major decision points in the study process. No presentations to Council or Public required.

In addition, the Consultant will be required to make formal contact with the following agencies to assemble information and to determine the subsequent extent of their participation in the study.

- Ontario Hydro
- Ministry of Municipal Affairs (Parkway Belt)
- Hammerson Canada Inc.

3.2 **SCHEDULE:**

The report will be delivered within 60 days of Council approval to commence work.

COST:

This study will be done at a cost not to exceed $50,000.00.

City of Mississauga

MEMORANDUM

File: 11 141 00045
13 211 00048

4

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

October 21, 1986.

OPERATIONS/WORKS NOV 12 1986

SUBJECT: Extended Parking - Lehigh Crescent.

SOURCE: Report Request No. 220-86.

COMMENTS: A request has been received from Mr. Luigi Salerno, and a petition from a number of residents of Lehigh Crescent to permit extended on-street parking on this roadway.
Mr. Salerno has indicated that his family of six operates seven vehicles and does not have available on-site parking for these vehicles. Apparently he has received a number of parking tickets.

8935
NOV - 5 1986
F.06.04.02

Engineering staff have reviewed Lehigh Crescent with respect to permitting extended on-street parking. Our review indicates that all residences have a minimum of 300% on-site parking (i.e., one garage space and two driveway spaces) and most have, or exceed, 400% parking. Some driveways have already been widened, some could be, while others would not have available space for widening.

Since on-street extended parking will only be considered in areas where there is less than 200% on-site parking and no available space for driveway expansion, as adopted by Council on May 14, 1984 we cannot recommend Lehigh Crescent as a candidate for extended on-street parking.

RECOMMENDATIONS:

1. That extended on-street parking not be implemented on Lehigh Crescent as sufficient on-site parking is available.

2. That Mr. Luigi Salerno be advised of the results of this report.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

WPB/dab
0271E

FORM 145

4(a)

CITY OF BRAMPTON

Z-49-E

Z-49-E

CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

LEHIGH CRESCENT
(SINGLE FAMILY HOMES)
NOT RECOMMENDED FOR EXTENDED PARKING

City of Mississauga

MEMORANDUM

5

To CHAIRMAN AND MEMBERS OF OPERATIONS AND WORKS COMMITTEE

From L. W. STEWART, Q.C. CITY SOLICITOR

Dept.

Dept.

October 22nd, 1986

OPERATIONS/WORKS NOV 12 1986

SUBJECT: An Easement for sewer, drain and watermain purposes in favour of The Regional Municipality of Peel over part of Blythe Road stopped up by By-law 965-86 being Part 4, Plan 43R-13843.

ORIGIN: City sale to Kemper, part of Blythe Road, Agreement of Purchase and Sale under By-law 856-86 and request from The Regional Municipality of Peel for an Easement.

COMMENTS: As a result of the closure of part of Blythe Road and the sale thereof to Mr. and Mrs. Kemper, it was necessary to arrange for the existing watermain located on the building lot sold to the Kempers to be moved to a new location being Part 4 Plan 43R-13843. This is part of the closed out portion of Blythe Road, adjacent to the lands sold to the Kempers. The Regional Municipality of Peel has requested that the City grant an Easement in favour of the Region for watermain purposes over Part 4 to accommodate the newly located watermain.

8134
NOV - 5 1986
E.02.02.02.20

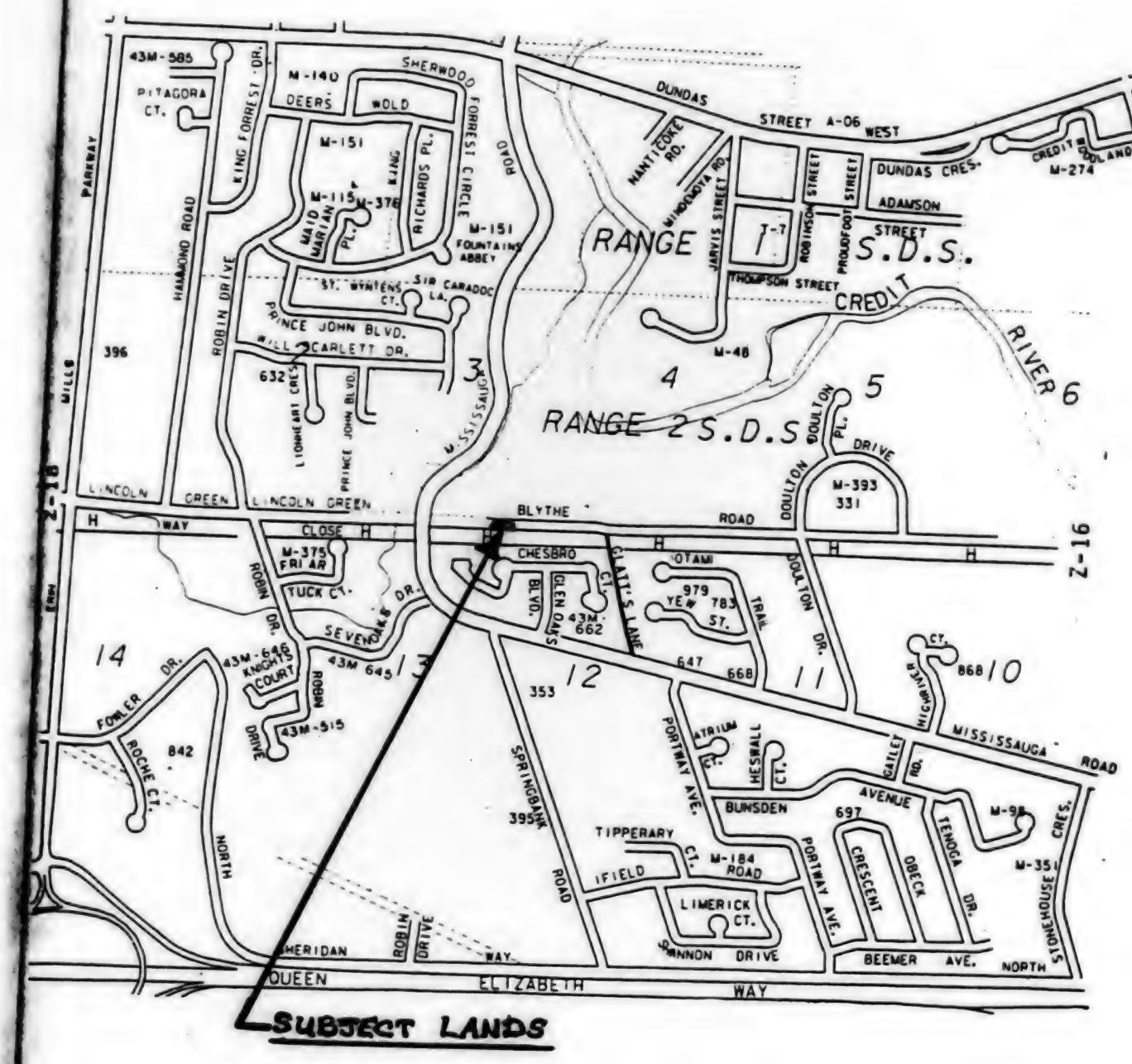
RECOMMENDATION: That a by-law be enacted authorizing the execution of an Easement in favour of The Regional Municipality of Peel for sewer, drain and watermain purposes over Part of Blythe Road stopped up by By-law 965-86 being Part 4, Plan 43R-13843.

L. W. Stewart, Q.C.
City Solicitor

RKG:aa
att.

FORM 145

5(a)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PYTAGORA CT.
KING FORREST DR.
M-140
SHERWOOD FOREST CIRCLE ROAD
DEERS
WOLD
M-151
KING
RICHARDS PL.
MAID MARIAN
M-115
M-376
PL.
M-151
FOUNTAINS ABBEY
HAMMOND ROAD
PARKWAY
MILLS
ROBIN DRIVE
ST. BYNTENS CT.
SIR CARADOC LA.
PRINCE JOHN BLVD.
WILL SCARLETT DR.
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LIONHEART CRES.
PRINCE JOHN BLVD.
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MISSISSAUGA
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TUCK CT.
ROBIN DR.
SEVENOAKS DR.
43M-646 KNIGHTS COURT
43M 645
ROBIN DRIVE
43M-515
FOWLER DR.
ROCHE CT.
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NORTH
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SPRINGBANK ROAD
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MINNEHAHA RD.
JARVIS STREET
DUNDAS CRES.
ADAMSON STREET
ROBINSON STREET
PROUDFOOT STREET
THOMPSON STREET
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M-274
RANGE 1 S.D.S.
T-7
CREDIT RIVER
M-48
4
RANGE 2 S.D.S
5
6
DOULTON PL.
DOULTON DRIVE
M-393
331
BLYTHE ROAD
CHESBRO
GLATT'S LANE
OTAMI
979
783
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TRAIL
DOULTON DR.
GLEN OAKS BLVD.
CT.
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647
668
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868
HIGHWAY
MISSISSAUGA ROAD
ATRIUM CT.
HESWALL CT.
GATLEY RD.
PORTWAY AVE.
BUNSDEN AVENUE
697
M-98
TENOGA DR.
CRESCENT
OBECK
M-351
STONEHOUSE CRES.
TIPPERARY CT.
M-184
ROAD
IFIELD
LIMERICK CT.
SHANNON DRIVE
PORTWAY AVE.
BEEMER AVE.
NORTH
SHERIDAN WAY
ROBIN DRIVE
QUEEN ELIZABETH WAY
Z-18
Z-16
SUBJECT LANDS

Z-10

Z-17

City of Mississauga

MEMORANDUM

6(h)

To CHAIRMAN AND MEMBERS OF OPERATIONS AND WORKS COMMITTEE

From IAN W. SCOTT, COMMISSIONER

Dept. RECREATION & PARKS DEPARTMENT

NOV 12 1986

OPERATIONS/WORKS

October 28, 1986
File # I.10.01.101

8138

NOV - 5 1986

A.04.B01
C05.09.07

SUBJECT: History of "Racey (Tract)"

ORIGIN: Request for Report 298-86, Part C

COMMENTS: The following excerpts from publications on Mississauga's history will explain the origin and history of the name "Racey Tract".

"In 1820, the Mississaugas agreed to give up the lands they had reserved in the Old Survey on either side of the Credit River. In May 1822, the central block of land was sold to Thomas Racey who hoped to build mills and found a village. When Racey failed to meet his payments, most of the land was sold, but 37.5 acres was reserved for a town plot. For a time, the village was known as Credit, or Springfield and , sometimes, Springfield-on-the-Credit". (from "Erindale" Mississauga's Heritage the Formative Years, 1798-1879)

"The centre block covering both sides of Dundas Street was to be sold at once to pay for roads, and laid out in Lots of Fifty Acres and a Village.

In 1822 the block was purchased as one parcel by Thomas Racey, a timber cruiser and former navy Captain, who was expected to build mills and start a village. Three years later he had made a good start but was unable to meet the payments. In 1827 the block was again put up for sale but in smaller parcels. James McGill from Scotland bought the property around the mills, and thirty-seven and a half acres were reserved for a town plot. The rest was sold in 100-200 acre plots.

FORM 145

6(c)

Up to this time the settlement on the Racey Tract was known as Credit, or Credit Village." (from Erindale, Crook of the Credit, Jean Adamson)

The "Racey Tract" refers to the central block of land purchased from the Mississauga Indians by the Crown in 1820 on either side of Dundas Street at the Credit River.

RECOMMENDATION: That the report dated October 28, 1986 from Ian W. Scott, Commissioner of Recreation and Parks Department on the history of the name "Racey (Tract)" be received.

Ian W. Scott/pf

Ian W. Scott, Commissioner,
Recreation and Parks Department

MLE:pf
Doc 8864r/0520R

c.c. D. A. Lychak, City Manager

TRAFFIC SAFETY COUNCIL
0058C/179C

OCTOBER 29, 1986
A.03.04.11.02

REPORT NO. 8-86 OPERATIONS/WORKS NOV 12 1986

To: The Operations and Works Committee of the City of Mississauga

LADIES AND GENTLEMEN:

The Traffic Safety Council presents its eighth report and recommends:

TSC-80-86 (a) That the previous decision of the Traffic Safety Council, in accordance with the Policy for Reviewing Requests for Adult Crossing Guards, that Crossing Guards not be provided for students who are picked up and discharged by school buses, be upheld.

(b) That the Peel Board of Education be requested to ask the parents whose children cross at Bud Gregory Boulevard and Central Parkway to be aware of the traffic situation at this location, and to direct their children to utilize the nearest stop lights when crossing Central Parkway to catch a school bus.

F.06.03.02
(TSC-80-86)

TSC-81-86 That the Site Inspection Report dated October 3, 1986, for Dundas Street and Argyle Road, be received for information.

F.06.03.02
(TSC-81-86)

TSC-82-86 That a Crossing Guard not be placed at Pathfinder Drive and Corsair Road, as warrants are not met.

F.06.03.02
(TSC-82-86)

7(a)

TSC-83-86 That the Dufferin-Peel Roman Catholic Separate School Board be advised that the safety factors at Dixie Road and Rathburn Road are adequate for Grade 7 and 8 students to cross at this location.

F.06.03.02
(TSC-83-86)

TSC-84-86 That a Crossing Guard not be placed at Battleford Road between Corfu Road and Glen Erin Drive as warrants are not met on the eastbound lands, and because of the low volume of traffic on the north side of Battleford Road.

F.06.03.02
(TSC-84-86)

TSC-85-86 That a letter be sent to The Play Stop Nursery School at 7251 Copenhagen Road, under the signature of the Chairman of the Traffic Safety Council, informing them that parents parking their cars on Copenhagen Road to drop off and pick up their children are interfering with the School Patrol, and asking them to direct parents to park on Joliette Crescent when dropping off and picking up their children.

F.06.03.02
(TSC-85-86)

TSC-86-86 That the letter dated August 14, 1986, and petition from Mrs. D. Demidow, 7606 Darcel Avenue, Mississauga, regarding dangerous driving on Darcel Avenue, be received for information.

F.06.03.02
(TSC-86-86)

TSC-87-86 (a) That a Crossing Guard not be placed at Windwood Drive and Featherhead Crescent as warrants are not met.

(b) That the Traffic Section of the Engineering Department be directed to carry out a radar survey in this area, to be forwarded to the Peel Regional Police, if it is determined by the Traffic Section that a speeding problem exists.

F.06.03.02
(TSC-87-86)

TSC-88-86 That a crossing guard not be placed at Meadows Boulevard and Molly Avenue, as warrants are not met.

F.06.03.02
(TSC-88-86)

TSC-89-86 That the verbal report by Mrs. G. Gates, Peel Board of Education to the Traffic Safety Council at their meeting on October 29, 1986, with regard to the bussing of children in the Mississauga Road and Highriver Court area, be received.

F.06.03.02
(TSC-89-86)

TSC-90-86 That the request from Ms. Elizabeth Cotton, Principal, St. Jerome Catholic School, 700 Paisley Blvd. West, Mississauga, for School Foot Patrol and School Bus Patrol at St. Jerome Catholic School, be approved.

F.06.03.02
(TSC-90-86)

TSC-91-86 That the request dated October 7, 1986, from Mr. A. Risavy, Vice-Principal, St. David of Wales School, requesting permission to establish bus patrollers for St. David of Wales School, be approved.

F.06.03.02
(TSC-91-86)

TSC-92-86 (a) That Peel Regional Police be requested to step up surveillance of the parking regulations in front of Plowman's Park Junior Public School, 5940 Montevideo Road, and if police enforcement of the parking regulations at this location does not solve the problem, further consideration be given to placing a Crossing Guard at this location in conjunction with the School Patrol.

(b) That the Peel Regional Police be requested to report their findings with regard to the parking regulations in front of Plowman's Park Junior Public School, back to the Traffic Safety Council.

F.06.03.02
(TSC-92-86)

7(c)

TSC-93-86

(a) That students coming north on Fieldgate Drive proceed east on Bough Beeches Boulevard and cross in front of Saints Martha and Mary school.

(b) That the Crossing Guard should continue crossing students, from both the east and west sides, in order that the Crossing Guard is always on the side the students approach from.

F.06.03.02
(TSC-93-86)

TSC-94-86

1. That a Crossing Guard not be placed at Paisley Blvd. and Palisander Avenue, as warrants are not met.

2. That a connecting sidewalk be constructed from the sidewalk on the north side of Paisley Blvd. to the north curb of Paisley Blvd., in line with the sidewalk on the east side of Cashmere Avenue.

3. That the Peel Board of Education be requested to direct students attending Cashmere Avenue Public School and exiting from Palisander Avenue, to walk westerly on the north side of Paisley Blvd., and to cross Paisley Blvd. at Cashmere Avenue.

4. That the Dufferin Peel Roman Catholic Separate School Board be requested to direct students attending Mary Fix School and exiting from Palisander Avenue to use the northerly sidewalk on Paisley Blvd. and walk east to cross with the School Patrol located at Mary Fix School.

5. That Peel Regional Police be requested to contact the Principal of Cashmere Public School with a view to having a school patrol initiated at this school at the intersection of Cashmere Avenue and Paisley Blvd.

6. That the 40 km speed limit on Paisley Blvd. in front of Mary Fix School, be extended westerly to a point to be determined by the Traffic Section of the Engineering Department.

F.06.03.02
(TSC-94-86)

r/(d)

TSC-95-86

1. That "No Stopping 8:00 a.m. - 6:00 p.m., Monday to Friday" signs be installed on the east side of Glen Erin Drive from Folkway Drive to Rogers Road.

2. That the existing school bus loading zone, on the west side of Glen Erin Drive, be posted "No Stopping 8:00 a.m. - 6:00 p.m., Monday to Friday".

3. That "U-turns" be prohibited on Glen Erin Drive at Rolling Valley Drive and at the vehicle access to the townhouse sites immediately north of Rolling Valley Drive.

4. That the Separate School Board be requested to instruct students and parents of the St. Clare School to make exclusive use of the underground walkway for crossing Glen Erin Drive, and that this rule be rigidly enforced.

5. That the Engineering Department install "School Zone" signs on Glen Erin Drive in advance of St. Clare School.

6. That the Engineering Department advise the Traffic Safety Council when all of the above noted measures have been implemented, in order that a site inspection can be carried out to determine if these measures have improved the traffic situation in front of St. Clare School.

F.06.03.02
(TSC-95-86)

TSC-96-86

(a) That a Crossing Guard not be placed at Sts. Peter and Paul School as warrants are not met.

(b) That no parking signs be posted on both sides of Woodington Drive, at locations to be determined by the Traffic Section of the Engineering Department.

(c) That white lines be painted on the road at Bishopstoke Lane and Woodington Drive (south side) to indicate a school crossing zone.

(d) That the Peel Regional Police be requested to approach the Principal of Sts. Peter and Paul School regarding the implementation of the School Patrol System.

(e) That the Dufferin Peel Roman Catholic Separate School Board be requested to ask the Principal of Sts. Peter and Paul School to promote a 'walk a block' program, through a newsletter.

F.06.03.02
(TSC-96-86)

TSC-97-86 (a) That the memorandum dated October 27, 1986, from Councillor H. E. Kennedy regarding wheelchair access to Queen Elizabeth Public School via the pedestrian tunnel at Highway 10, be referred to staff for a report to the Traffic Safety Council, on the feasibility of constructing a wheelchair ramp at this location.

(b) That the curbing at the North Service Road and Highway 10 also be included in this study.

(c) That the Peel Board of Education be asked to determine if it would be possible to accommodate Mr. John Walton's son, 2365 Confederation Parkway, Apt. 701, Mississauga, on a school bus.

F.06.03.02
(TSC-97-86)

TSC-98-86 That the request dated October 15, 1986, from Mr. D. R. Fremont, Vice Principal, St. Clare School, 4140 Glen Erin Drive, seeking approval for St. Clare School to become involved in the School Patroller Program, be approved.

F.06.03.02
(TSC-98-86)

CITY OF MISSISSAUGA

M I N U T E S

MEETING FIFTEEN EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, NOVEMBER 12, 1986, 9:10 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT:
Councillor H. Kennedy
Councillor P. Mullin
Councillor L. Taylor
Councillor D. Culham
Councillor D. Cook (Chairman)
Councillor T. Southorn

MEMBERS ABSENT: Mayor H. McCallion (Ex-officio)

OTHERS PRESENT: Councillor M. Prentice (part)

STAFF PRESENT:
Mr. D.A. Lychak, City Manager
Mr. A. McDonald, Acting Commissioner of Building/Zoning/Licensing
Mr. R. Charlton, Engineering and Works Department
Mr. E. Dowling, Transit General Manager
Mr. L.W. Stewart, City Solicitor
Mr. T.L. Julian, City Clerk
Ms. L. Mailer, Committee Coordinator

MATTERS CONSIDERED:

1. Report dated October 6, 1986, from the Transit General Manager regarding a proposed increase in costs for the senior citizen's bus pass.

   During the 1986 Budget discussions a report dated March 26, 1986, was submitted regarding a change in the Senior Citizen's fare structure. It was pointed out at that time that any decision to revise the fare structure could not be implemented in 1986 since passes were issued in December for the following year.

A charge of $5.00 per pass was introduced in 1983 to meet the administrative cost associated with the pass. Approximately 8000 seniors' passes were issued in 1986 and it is anticipated a similar number will be issued for 1987. If the cost of each pass was increased by $5.00 this would generate an additional $40,000.00.

RECOMMENDATION:

That effective January 1, 1987, the cost of the Senior Citizen's bus pass be increased to $10.00 per year.

It was noted that Mrs. Lucy Turnbull, a representative of the Senior Citizens, was advised of the foregoing recommendation and on behalf of the Seniors was prepared to accept the increase as fair and reasonable.

Councillor Taylor questioned how the $10.00 representing a 100% increase related to the actual administrative cost of issuing the passes. Mr. Dowling advised that he did not have the figures, but the recommendation was based on a deputation by Mrs. Turnbull to the Budget Committee in the Spring of 1986. At that time Transit was recommending a pass plus a cash fare. Mrs. Turnbull objected to the cash fare but felt that the Seniors would not object to an increase in the cost of the pass. He further pointed out that based on the number of passes issued and estimated rides per pass the revenue generated would be $1.3 Million if the Seniors paid a cash fare. The $40,000.00 would assist in offsetting these operating costs. Mr. Dowling pointed out that Mississauga is one of the few municipalities which provide the pass at such a nominal cost without a per ride fare.

Councillor Culham noted that the increased cost seemed reasonable and recommended approval.

However, concern was expressed that the Seniors might expect increased services as there have been requests from a couple of areas for improvements.

At one point it was suggested that the matter be deferred to a future meeting so that the Transit Manager could provide the cost/benefit analysis and seek a wider range of input from the Seniors. Mr. Dowling pointed out that the passes are issued in December for use in the following year so timing was matter to be considered in the deferral.

Generally, Committee Members agreed that the increased revenue did not justify a 100% increase in cost since the actual costs of issuing the pass could not be identified.

Councillor Southorn recommended that the cost remain at $5.00. Councillor Culham withdrew his motion of approval.

The motion by Councillor Southorn was voted on and carried.

Councillor Cook requested information as to how much revenue is in fact generated when considering the administrative costs of issuing the pass. Mr. Dowling advised that he would provide this information.

With respect to the recent route changes implemented in October 1986, Mr. Dowling reviewed the public awareness program. Councillor Southorn noted that this time Transit did not post the route changes at the actual bus stops and while regular transit users may have been fully informed, irregular users did not have this benefit. Mr. Dowling advised he would consider this when future route changes are implemented.

Councillor Taylor noted that the Route 34 bus was not using Knightsbridge Garden as proposed because of the condition of the road. Mr. Dowling advised he would investigate this situation.

D.05.06

See Recommendation OW-423-86 (T. Southorn)

2. Report dated October 31, 1986, from the Commissioner of Engineering & Works with respect to a minor updated to the 1986 Road Needs Study (Minor Update). The study indicates the City's road needs as of December 31, 1985.

During 1985 the City's road inventory increased by 19.3 km (12 miles) and the estimated funds, in 1984 dollars, to repair road deficiencies increased by $24,000,000.00.

RECOMMENDATION:

That the 1986 Road Needs Study be received.

Mr. McDonald explained that this Study is sponsored by the Ministry of Transportation and Communications for the purpose of evaluating all the needs of a municipality with regard to its roads and bridges. It is a guide for the Ministry's use when allocating subsidy to municipalities in Ontario. The City's priorities are established by Council at capital budget time and the Ministry subsidy allocated to those priorities.

F.02.08

Received
See Recommendation OW-424-86 (T. Southorn)

3. Report dated October 31, 1986, from the Commissioner of Engineering & Works regarding a Feasibility Planning Study - Highway 403 Corridor Mavis Road to Eglinton Avenue and the 403 Arterial Extension to Dixie Road.

Attached to the report are the terms of reference which have been prepared in consultation with the Ministry of Transportation and Communications. When this feasibility planning study has been completed, it will outline the transportation requirements for the Mississauga City Centre including Highway 403 and will recommend a desired routing for a busway in the City Centre complex including a busway terminal.

The cost of this study is estimated to be $50,000 and will be paid for jointly by the City and M.T.C. with a maximum cost to the City of $25,000.

RECOMMENDATION:

(a) That the Ministry of Transportation and Communications be advised that the City of Mississauga is prepared to proceed with a feasibility planning study of the Highway 403 Corridor between Mavis Road and Eglinton Avenue including the 403 Arterial Extension to Dixie Road at a cost not to exceed $50,000.00 (gross City cost $25,000.00).

(b) That the firm of McCormick Rankin and Associates Limited be retained to carry out this study at an upset limit of $50,000.

Councillor Taylor requested that Members of Council be advised when these meetings are to be held so that they can attend if desired.

A.02.03.02.02

Approved
See Recommendation OW-425-86 (L. Taylor)

4. Report dated October 21, 1986, from the Commissioner of Engineering & Works in response to a petition from a number of residents of Lehigh Crescent to permit extended on-street parking on this roadway. Mr. Salerno has indicated that his family of six operates seven vehicles and does not have available on-site parking for these vehicles. Apparently he has received a number of parking tickets.

Engineering staff have reviewed Lehigh Crescent with respect to permitting extended on-street parking. The review indicates that all residences have a minimum of 300% on-site parking (i.e., one garage space and two driveway spaces) and most have, or exceed, 400% parking. Some driveways have already been widened, some could be, while others would not have available space for widening.

Since on-street extended parking will only be considered in areas where there is less than 200% on-site parking and no available space for driveway expansion, as adopted by Council on May 14, 1984 on street parking is not recommended for Lehigh Crescent.

RECOMMENDATION:

That extended on-street parking not be implemented on Lehigh Crescent as sufficient on-site parking is available and that Mr. Luigi Salerno on behalf of the petitioners be so advised.

F.06.04.02

Approved
See Recommendation OW-426-86 (T. Southorn)

5. Report dated October 22, 1986, from the City Solicitor regarding an easement for sewer, drain and watermain purposes in favour of The Regional Municipality of Peel over part of Blythe Road. As a result of the closure of part of Blythe Road and the sale thereof to Mr. and Mrs. Kemper, it was necessary to arrange for the existing watermain located on the building lot sold to the Kempers to be moved to a new location. This is part of the closed out portion of Blythe Road, adjacent to the lands sold to the Kempers. The Regional Municipality of Peel has requested that the City grant an Easement in favour of the Region for watermain purposes over Part 4 to accommodate the newly located watermain.

RECOMMENDATION:

That a by-law be enacted authorizing execution of an Easement in favour of The Regional Municipality of Peel for sewer, drain and watermain purposes over Part of Blythe Road stopped up by By-law 965-86 being Part 4, Plan 43R-13843.

E.02.02.02.20

Approved
See Recommendation OW-427-86 (P. Mullin)

6. Report dated October 28, 1986, from the Commissioner of Recreation & Parks in response to a request for the history of "Racey (Tract)".

The following excerpts from publications on Mississauga's history will explain the origin and history of the name "Racey Tract".

"In 1820, the Mississaugas agreed to give up the lands they had reserved in the Old Survey on either side of the Credit River. In May 1822, the central block of land was sold to Thomas Racey who hoped to build mills and found a village. When Racey failed to meet his payments, most of the land was sold, but 37.5 acres was reserved for a town plot. For a time, the village was known as Credit, or Springfield and , sometimes, Springfield-on-the-Credit". (from "Erindale" Mississauga's Heritage the Formative Years, 1798-1879)

"The centre block covering both sides of Dundas Street was to be sold at once to pay for roads, and laid out in Lots of Fifty Acres and a Village.

In 1822 the block was purchased as one parcel by Thomas Racey, a timber cruiser and former navy Captain, who was expected to build mills and start a village. Three years later he had made a good start but was unable to meet the payments. In 1827 the block was again put up for sale but in smaller parcels. James McGill from Scotland bought the property around the mills, and thirty-seven and a half acres were reserved for a town plot. The rest was sold in 100-200 acre plots.

Up to this time the settlement on the Racey Tract was known as Credit, or Credit Village." (from Erindale, Crook of the Credit, Jean Adamson)

The "Racey Tract" refers to the central block of land purchased from the Mississauga Indians by the Crown in 1820 on either side of Dundas Street at the Credit River.

RECOMMENDATION:

That the report dated October 28, 1986 from the Commissioner of Recreation and Parks Department on the history of the name "Racey (Tract)" be received.

A.04.13.01
C.05.09.07

Received
See Recommendation OW-428-86 (P. Mullin)

7. Report 8-86 of the Traffic Safety Council meeting held on October 29, 1986.

Recommendation 80-86 as follows:

(a) That the previous decision of the Traffic Safety Council, in accordance with the Policy for Reviewing Requests for Adult Crossing Guards, that Crossing Guards not be provided for students who are picked up and discharged by school buses, be upheld.

(b) That the Peel Board of Education be requested to ask the parents whose children cross at Bud Gregory Boulevard and Central Parkway to be aware of the traffic situation at this location, and to direct their children to utilize the nearest stop lights when crossing Central Parkway to catch a school bus.

Councillor Taylor stressed the dangerous situation at this intersection in that students are expected to cross a very busy four lane road. While the policy does not provide for crossing guards for students who are picked up and discharged by school buses, perhaps this policy should be reviewed. Councillor Taylor pointed out that there are no schools in this area and will not be in the foreseeable future.

Councillor Taylor moved that the recommendation be deferred and that the policy be brought to a future Operations and Works Committee meeting for review.

This motion was voted on and carried.

Along with this policy, Staff were requested to prepare a complete report on the School Board procedures in establishing bus routes and stops.

Item 92-86 as follows:

(a) That Peel Regional Police be requested to step up surveillance of the parking regulations in front of Plowman's Park Junior Public School, 5940 Montevideo Road, and if police enforcement of the parking regulations at this location does not solve the problem, further consideration be given to placing a Crossing Guard at this location in conjunction with the School Patrol.

(b) That the Peel Regional Police be requested to report their findings with regard to the parking regulations in front of Plowman's Park Junior Public School, back to the Traffic Safety Council.

Councillor Southorn advised that he participated as Area Representative in this Site Inspection and it was his impression that a crossing guard was warranted and would be recommended. Councillor Southorn moved that the recommendation be referred back to Traffic Safety Council for further consideration.

This motion was voted on and carried.

Councillor Kennedy recommended that the Report be approved as amended. This motion was voted on and carried.

A.03.04.11.02

Amended
See Recommendations OW-429-86 to OW-447-86 (H. Kennedy)

The following additional items were considered by the Committee.

8. Truscott Drive/Clarkson Road

In response to an inquiry from Councillor Mullin, Staff advised that a site inspection will be carried out to determine if a crossing guard is warranted and a report prepared for the consideration on the Traffic Safety Council.

A.03.04.11.02

9. Resignation

Councillor Cook tendered his resignation as Member and Chairman of the Traffic Safety Council as he had served on the Committee for a number of years.

A.03.04.11.02

10. Elm Drive/Yarmouth Avenue

Councillor Taylor advised that the residents on Yarmouth Avenue have expressed concern about increased traffic as a result of the poor condition of Elm Drive.

Mr. McDonald advised that Staff are working with the Developer in the area to resolve the matter and anticipate a report to be available in the near future.

F.02.01

Recommendations: As per Report 15-86

Adjournment: 10:35 a.m.

OPERATIONS AND WORKS COMMITTEE

NOVEMBER 12, 1986

REPORT 15-86

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents it fifteenth report and recommends:

OW-423-86 That no action be taken with respect to an increase in the cost of the Senior Citizen's bus pass.

D.05.06
(OW-423-86)

OW-424-86 That the 1986 Road Needs Study presented to the Operations and Works Committee at its meeting on November 12, 1986, be received for information.

F.02.08
(OW-424-86)

OW-425-86 (a) That the Ministry of Transportation and Communications be advised that the City of Mississauga is prepared to proceed with a feasibility planning study of the Highway 403 Corridor between Mavis Road and Eglinton Avenue including the 403 Arterial Extension to Dixie Road at a cost not to exceed $50,000.00 (gross City cost $25,000.00).

(b) That the firm of McCormick Rankin and Associates Limited be retained to carry out this study at an upset limit of $50,000 (gross City cost $25,000.00).

A.02.03.02.02
(OW-425-86)

OW-426-86 That extended on-street parking not be implemented on Lehigh Crescent as sufficient on-site parking is available and that Mr. Luigi Salerno on behalf of the petitioners be so advised.

F.06.04.02
(OW-426-86)

OW-427-86 That a by-law be enacted authorizing execution of an Easement in favour of The Regional Municipality of Peel for sewer, drain and watermain purposes over Part of Blythe Road stopped up by By-law 965-86 being Part 4, Plan 43R-13843.

E.02.02.02.20
(OW-427-86)

OW-428-86 That the report dated October 28, 1986 from the Commissioner of Recreation and Parks Department on the history of the name "Racey (Tract)" be received.

A.04.13.01
C.05.09.07
(OW-428-86)

OW-429-86 (a) That the following Traffic Safety Council recommendations of October 29, 1986, be deferred at this time:

(i) That the previous decision of the Traffic Safety Council, in accordance with the Policy for Reviewing Requests for Adult Crossing Guards, that Crossing Guards not be provided for students who are picked up and discharged by school buses, be upheld.

(ii) That the Peel Board of Education be requested to ask the parents whose children cross at Bud Gregory Boulevard and Central Parkway to be aware of the traffic situation at this location, and to direct their children to utilize the nearest stop lights when crossing Central Parkway to catch a school bus.

(b) That the Policy for Reviewing Requests for Adult Crossing Guards be reviewed by the Operations and Works Committee.

F.06.03.02
(TSC-80-86)

OW-430-86 That the Site Inspection Report dated October 3, 1986, for Dundas Street and Argyle Road, be received for information.

F.06.03.02
(TSC-81-86)

OW-431-86 That a Crossing Guard not be placed at Pathfinder Drive and Corsair Road, as warrants are not met.

F.06.03.02
(TSC-82-86)

OW-432-86 That the Dufferin-Peel Roman Catholic Separate School Board be advised that the safety factors at Dixie Road and Rathburn Road are adequate for Grade 7 and 8 students to cross at this location.

F.06.03.02
(TSC-83-86)

OW-433-86 That a Crossing Guard not be placed at Battleford Road between Corfu Road and Glen Erin Drive as warrants are not met on the eastbound lands, and because of the low volume of traffic on the north side of Battleford Road.

F.06.03.02
(TSC-84-86)

OW-434-86 That a letter be sent to The Play Stop Nursery School at 7251 Copenhagen Road, under the signature of the Chairman of the Traffic Safety Council, informing them that parents parking their cars on Copenhagen Road to drop off and pick up their children are interfering with the School Patrol, and asking them to direct parents to park on Joliette Crescent when dropping off and picking up their children.

F.06.03.02
(TSC-85-86)

OW-435-86 That the letter dated August 14, 1986, and petition from Mrs. D. Demidow, 7606 Darcel Avenue, Mississauga, regarding dangerous driving on Darcel Avenue, be received for information.

F.06.03.02
(TSC-86-86)

OW-436-86 (a) That a Crossing Guard not be placed at Windwood Drive and Featherhead Crescent as warrants are not met.

(b) That the Traffic Section of the Engineering Department be directed to carry out a radar survey in this area, to be forwarded to the Peel Regional Police, if it is determined by the Traffic Section that a speeding problem exists.

F.06.03.02
(TSC-87-86)

OW-437-86 That a crossing guard not be placed at Meadows Boulevard and Molly Avenue, as warrants are not met.

F.06.03.02
(TSC-88-86)

OW-438-86 That the verbal report by Mrs. G. Gates, Peel Board of Education to the Traffic Safety Council at their meeting on October 29, 1986, with regard to the bussing of children in the Mississauga Road and Highriver Court area, be received.

F.06.03.02
(TSC-89-86)

OW-439-86 That the request from Ms. Elizabeth Cotton, Principal, St. Jerome Catholic School, 700 Paisley Blvd. West, Mississauga, for School Foot Patrol and School Bus Patrol at St. Jerome Catholic School, be approved.

F.06.03.02
(TSC-90-86)

OW-440-86 That the request dated October 7, 1986, from Mr. A. Risavy, Vice-Principal, St. David of Wales School, requesting permission to establish bus patrollers for St. David of Wales School, be approved.

F.06.03.02
(TSC-91-86)

OW-441-86 That the following Traffic Safety Council recommendations of October 29, 1986, be referred back to the Committee for further consideration:

(a) That Peel Regional Police be requested to step up surveillance of the parking regulations in front of Plowman's Park Junior Public School, 5940 Montevideo Road, and if police enforcement of the parking regulations at this location does not solve the problem, further consideration be given to placing a Crossing Guard at this location in conjunction with the School Patrol.

(b) That the Peel Regional Police be requested to report their findings with regard to the parking regulations in front of Plowman's Park Junior Public School, back to the Traffic Safety Council.

F.06.03.02
(TSC-92-86)

OW-442-86 (a) That students coming north on Fieldgate Drive proceed east on Bough Beeches Boulevard and cross in front of Saints Martha and Mary school.

(b) That the Crossing Guard should continue crossing students, from both the east and west sides, in order that the Crossing Guard is always on the side the students approach from.

F.06.03.02
(TSC-93-86)

OW-443-86 (a) That a Crossing Guard not be placed at Paisley Blvd. and Palisander Avenue, as warrants are not met.

(b) That a connecting sidewalk be constructed from the sidewalk on the north side of Paisley Blvd. to the north curb of Paisley Blvd., in line with the sidewalk on the east side of Cashmere Avenue.

(c) That the Peel Board of Education be requested to direct students attending Cashmere Avenue Public School and exiting from Palisander Avenue, to walk westerly on the north side of Paisley Blvd., and to cross Paisley Blvd. at Cashmere Avenue.

(d) That the Dufferin Peel Roman Catholic Separate School Board be requested to direct students attending Mary Fix School and exiting from Palisander Avenue to use the northerly sidewalk on Paisley Blvd. and walk east to cross with the School Patrol located at Mary Fix School.

(e) That Peel Regional Police be requested to contact the Principal of Cashmere Public School with a view to having a school patrol initiated at this school at the intersection of Cashmere Avenue and Paisley Blvd.

(f) That the 40 km speed limit on Paisley Blvd. in front of Mary Fix School, be extended westerly to a point to be determined by the Traffic Section of the Engineering Department.

F.06.03.02
(TSC-94-86)

OW-444-86 (a) That "No Stopping 8:00 a.m. - 6:00 p.m., Monday to Friday" signs be installed on the east side of Glen Erin Drive from Folkway Drive to Rogers Road.

(b) That the existing school bus loading zone, on the west side of Glen Erin Drive, be posted "No Stopping 8:00 a.m. - 6:00 p.m., Monday to Friday".

(c) That "U-turns" be prohibited on Glen Erin Drive at Rolling Valley Drive and at the vehicle access to the townhouse sites immediately north of Rolling Valley Drive.

(d) That the Separate School Board be requested to instruct students and parents of the St. Clare School to make exclusive use of the underground walkway for crossing Glen Erin Drive, and that this rule be rigidly enforced.

(e) That the Engineering Department install "School Zone" signs on Glen Erin Drive in advance of St. Clare School.

(f) That the Engineering Department advise the Traffic Safety Council when all of the above noted measures have been implemented, in order that a site inspection can be carried out to determine if these measures have improved the traffic situation in front of St. Clare School.

F.06.03.02
(TSC-95-86)

OW-445-86 (a) That a Crossing Guard not be placed at Sts. Peter and Paul School as warrants are not met.

(b) That no parking signs be posted on both sides of Woodington Drive, at locations to be determined by the Traffic Section of the Engineering Department.

(c) That white lines be painted on the road at Bishopstoke Lane and Woodington Drive (south side) to indicate a school crossing zone.

(d) That the Peel Regional Police be requested to approach the Principal of Sts. Peter and Paul School regarding the implementation of the School Patrol System.

(e) That the Dufferin Peel Roman Catholic Separate School Board be requested to ask the Principal of Sts. Peter and Paul School to promote a 'walk a block' program, through a newsletter.

F.06.03.02
(TSC-96-86)

OW-446-86 (a) That the memorandum dated October 27, 1986, from Councillor H. E. Kennedy regarding wheelchair access to Queen Elizabeth Public School via the pedestrian tunnel at Highway 10, be referred to staff for a report to the Traffic Safety Council, on the feasibility of constructing a wheelchair ramp at this location.

(b) That the curbing at the North Service Road and Highway 10 also be included in this study.

(c) That the Peel Board of Education be asked to determine if it would be possible to accommodate Mr. John Walton's son, 2365 Confederation Parkway, Apt. 701, Mississauga, on a school bus.

F.06.03.02
(TSC-97-86)

OW-447-86 That the request dated October 15, 1986, from Mr. D. R. Fremont, Vice Principal, St. Clare School, 4140 Glen Erin Drive, seeking approval for St. Clare School to become involved in the School Patroller Program, be approved.

F.06.03.02
(TSC-98-86)

November 26 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, NOVEMBER 26, 1986, 9:00 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy
Councillor P. Mullin
Councillor L. Taylor
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn (Chairman)
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department
Date: November 21, 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - NOVEMBER 26, 1986

ITEM	FILE	SUBJECT
1.	A.02.03.02.01	Driving Test Centres
2.	A.01.11.02	Directional Signage - Emergency Services
3.	B.06.711.02	Century Homes - Model Home Permits
4.	J.05.86035	Little Etobicoke Creek - Flood & Erosion Control Study
5.	A.02.05.03.01	Applewood Creek - Erosion Control Works
6.	B.06.635.02	Heritage Hills Subdivision - Block 174 - Right-in/Right-out Access to Eglinton Avenue West
7.	B.06.443.02	Tamar Mews Subdivision - Assumption of Works
8.	A.02.04.01	Mississauga Road Spring Outlet - Health Warning Sign
9.	F.06.04.06	Finch Avenue - Truck Traffic
10.	F.06.04.02	Sawgrass Crescent - Parking
11.	F.06.04.02	Silverthorn Ball Diamonds - Parking Congestion
12.	F.06.01.02	Handicapped Parking
13.	L.05.01	Noise Attenuation Fences
14.	L.07.01.02	Appointment of Building Officials
15.	E.04.03.02.03	Parking Area - Streetsville Business Improvement Area - Lease - Canadian Pacific Limited
16.	E.04.03.02.02	Streetsville Works Yard - Lease - Marathon Realty

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE — NOVEMBER 26, 1986

DEPUTATIONS - NIL

MATTERS FOR CONSIDERATION:

1. Report dated November 20, 1986, from the Acting City Manager in response to a resolution of Oakville Town Council requesting Mississauga's cooperation in joining Oakville in a petition to the Provincial Government for the re-establishment of Driving Test Centres.

The Town of Oakville has experienced numerous difficulties due to the Province's decision to close these Centres in Mississauga and Toronto. These Driving Test Centres in Mississauga and Toronto were closed and consolidated in Brampton.

Staff contacted the Town of Oakville to ascertain their problems and were advised that people from Mississauga and Toronto are now going to Oakville's Driving Test Centre. It was indicated that 70% of the users are not from Oakville. As a result of the influx from other areas, the Town is experiencing adverse impact on residential streets around the overloaded test centre.

Given this situation in Oakville and the very heavy usage and delays at the Brampton site it is appropriate that actions to alleviate these problems should be initiated. It would be appropriate to have a well located driver test centre and licensing office to serve the rapidly expanding population of the City of Mississauga.

(a) That the Town of Oakville be advised that the City of Mississauga supports a petition to the Province of Ontario for the re-establishment of a Driving Test Centre in Mississauga.

(b) That the Minister of Transportation and Communications be advised that the City of Mississauga supports the Town of Oakville in its petition to have a Driving Test Centre re-established in Mississauga.

A.02.03.02.01

RECOMMEND ADOPTION

2. Report dated November 20, 1986, from the Commissioner of Engineering & Works and Director of Public Affairs regarding directional signage for Emergency Services in Mississauga. Staff reviewed the issues related to directional signage for emergency services with representatives of the Peel Regional Police, Mississauga Fire Department, Ambulance Services and the Engineering and Works Department serving the City of Mississauga.

The issues were specifically related to house numbering, intersection numbering, street names, City maps and street guides, and directional signage at apartment and townhouse complexes. Each of the issues were examined and the status and recommendation are outlined below:

(a) House Numbering - Discussions revealed that emergency service personnel are familiar with the grid system within the City of Mississauga for locating emergency locations. However it was agreed that homeowners/businesses should be reminded of the importance of municipal numbers being clearly displayed.

(b) Street Names - Duplication of street names, within the City of Mississauga, and within the Region of Peel, has been identified as a concern by emergency service personnel. Also, names or words that are difficult to pronounce and/or spell are often confusing at the time of an emergency. These points have been identified as a source of major concern by the City's emergency services. The existing policy of reviewing all proposed street names through the Operations and Works Committee should be continued to ensure this concern is addressed.

(c) Intersection Numbering - The Engineering Department is currently conducting a street numbering program for selected intersections in Mississauga. A priority for arterial and advance street name signs to City standard, was recognized, and further street numbering at specified intersections will follow. Emergency service personnel support this program and would like to see it expanded.

(d) Updating and Distribution of City Maps and Street Guides - The Engineering Department currently produces a street guide on an annual basis. In addition, construction site plans and maps for new subdivisions are distributed as soon as possible to all emergency services.

(e) Apartment and Townhouse Complexes - Emergency service personnel has indicated that directional signs within apartment buildings and townhouse complexes would help them to locate emergency sites more quickly. City staff agree this is a concern and that multi-unit complexes should be encouraged at the Site Plan Approval stage to erect directional signs and maps at the entrances to the complexes.

RECOMMENDATION:

(a) That Public Affairs produce 100,000 brochures (sample attached) stressing the importance of clearly displaying municipal street numbers and distribute this brochure through Ratepayers Associations, the Welcome Wagon program, and through all information centres in the City. In addition, the copy from the brochure will be used as a public notice on the City news page of the Mississauga News, as well as part of the next door-to-door public awareness campaign.

(b) That all new or revised street names continue to be submitted to the Operations and Works Committee for consideration in order to eliminate existing duplicated or difficult to pronounce street names.

(c) That the Engineering and Works Department continue the intersection numbering program at identified intersections, with a higher priority subject to budget and manpower availability.

(d) That all multi-unit complexes be encouraged at Site Plan Approval to erect directional signs and maps at the entrances of the complexes to meet the requirements of emergency service personnel.

A.01.11.01

RECOMMEND ADOPTION

3. Report dated October 21, 1986, from the Commissioner of Engineering & Works in response to a request by Century Homes to amend Schedule C of the Servicing Agreement to permit the construction of 35 model homes within Plan 43M-711 and to increase the number of model homes from the permitted 17 to 35 in Plan 43M-712.

The Department has been unsuccessful in contacting the builder to identify the requested lot numbers for model homes.

As various requirements for building permit applications have been cleared (Clause 20 in the Servicing Agreement) for Plans 43M-711 and 43M-712 and release of others are imminent it is recommended that additional Lots for model homes not be considered.

RECOMMENDATION:

That the builder, Century Homes, be advised that additional lots for model homes will not be considered in River Grove Phase I Subdivision, Plans 43M-711 and 43M-712 located south of Britannia Road West and west of Creditview Road.

B.06.711.02

RECOMMEND ADOPTION

4. Report dated November 11, 1986, from the Commissioner of Engineering & Works regarding a Flood and ERosion Control Study on the Little Etobicoke Creek. In discussion with the M.T.R.C.A. it has been agreed that a flood and erosion control study of the Little Etobicoke Creek from Eglinton Avenue to the confluence with the Etobicoke Creek, should be completed to determine the required remedial works.

Two areas along the creek have been experiencing recurring surface flooding those being at the Tyndall Nursing Home on the south side of Eglinton Avenue and the Brick Warehouse immediately north of Dundas Street. In addition, extensive bank erosion is occurring from Burnhamthorpe Road to Dundas Street.

The solution to these problems involve floodproofing through berming and/or channelization and erosion control works between Eglinton Avenue and Dundas Street.

The M.T.R.C.A. have indicated that they will budget $100,000.00 in 1987 for floodproofing at the Tyndall Nursing Home, however, no funds are available to commence the study this year nor for the overall study of the creek. Cost sharing of the $100,000.00 would be under the normal subsidy arrangement of 55% M.T.R.C.A. and 45% City.

The Engineering and Works Department have budgeted $300,000.00 for channel improvements on the Little Etobicoke Creek from Eglinton Avenue southerly to Highway 403 in the tentative 1987 Capital Budget. These works are intended to eliminate the flooding of the Tyndall Nursing Home parking lot as well as to allow adjacent lands to develop. It is anticipated that the lands required for the channelization works will be deeded gratuitously to the City in the most part.

The proposed study should be commenced as early as is reasonably possible in order that the works can hopefully by carried out sometime in 1987 and it is recommended that a Consultant be retained by the City to carry out a Flood and Erosion Control Study at the City's cost from Eglinton Avenue to the confluence of the Etobicoke Creek. This study will involve the M.T.R.C.A.

The M.T.R.C.A. have indicated that their funding would be utilized under separate agreement toward the design and construction works at the Tyndall Nursing Home provided the works meet their approval and are carried out by authority staff.

The extent of the Tyndall Nursing Home and the Brick's participation will be determined upon defining the nature and benefit of the floodproofing works to be constructed.

RECOMMENDATION:

(a) That the services of a consulting engineer acceptable to the City and the Metropolitan and Toronto Conservation Authority be retained to conduct a flood and erosion control study of the Little Etobicoke Creek from Eglinton Avenue to its confluence with the Etobicoke Creek (Funds in the amount of $60,000 for the study to be taken from the Storm Sewer Oversizing Account No. P.N.85-903).

(b) That the Metropolitan and Toronto Conservation Authority be requested to confirm the extent of its participation in this project.

(c) That upon completion of the study when the estimated total cost is known that a further report be prepared for Council on the cost sharing between the City, Metropolitan and Toronto Conservation Authority and any other participants.

J.05.86035

RECOMMEND ADOPTION

5. Report dated November 6, 1986, from the Commissioner of Engineering & Works with respect to Erosion Control Works on Applewood Creek.High stream flows in August and September have aggravated a bank erosion problem on the Applewood Creek at 1064 Dixie Road resulting in the resident's request for assistance.

Staff of the C.V.C.A. and the City have reviewed the erosion and agree that erosion control works should be undertaken to arrest the erosion and eliminate a hazard. The C.V.C.A. has agreed to finance the project in 1986 and be responsible for 55% of the total cost of $7,000.00, provided that the City bears the remainder of $3,150.00. In addition, it is proposed that the work be undertaken this year by the City on the provision that the resident agrees to dedicate to the City, a permanent easement over the works. Funds are available in the Watercourse Maintenance Account.

RECOMMENDATION:

That the Credit Valley Conservation Authority be advised that the City of Mississauga agrees to bear 45% of the total cost of $7,000.00 for erosion control works at 1064 Dixie Road provided that the residents, Mr. & Mrs. E. Herron agree to dedicate a permanent easement for the maintenance of the work and the resident be so advised (funds in the amount of $3,150.00 to be allocated from the Works Watercourse Maintenance Account 08319-05-9604-0100).

A.02.05.03.01

RECOMMEND ADOPTION

6. Report dated November 4, 1986, from the Commissioner of Engineering & Works in response to a request to waive Condition 8, Consulting Engineer, Part 1, Schedule C of the Servicing Agreement for the Heritage Hills Subdivision, Plan 43M-635, located south of Eglinton Avenue West and west of Hurontario Street which states that the consulting engineer will ensure by means of certification on the block grading plan that the proposed construction satisfies the following criteria:

"No access for Blocks 173, 174 and 175 shall be permitted from Eglinton Avenue".

The site plan applicant has provided a site plan indicating a proposed right in/right out access to Eglinton Avenue West and the Traffic Section has recommended approval of this access subject to:

(a) The applicant pays for the construction of a centre median island on Eglinton Avenue West between Heritage Hills Boulevard and a point to the west of the proposed access;
(b) The centre median island would extend approximately 40 metres to the west of the access and would be constructed at the time Eglinton Avenue West is reconstructed from its existing two lanes to four lanes;
(c) The proposed access point should be made 7.5 metres at the street line as opposed to the 6.0 metres shown on the site plan.

RECOMMENDATION:

That notwithstanding the requirements of the Servicing Agreement for the Heritage Hills Subdivision, Plan 43M-635, that Condition 8, Consulting Engineer, Part 1 of Schedule C, be waived with respect to Block 174 subject to the following conditions:

(a) The applicant paying for the construction of a centre median island on Eglinton Avenue West between Heritage Hills Boulevard and a point to the west of the proposed access;
(b) The centre median island extending approximately 40 metres to the west of the access and constructed at the time Eglinton Avenue West is reconstructed from its existing two lanes to four lanes;
(c) The proposed access point be made 7.5 metres at the street line as opposed to the 6.0 metres shown on the site plan.

B.06.635.02

RECOMMEND ADOPTION

7. Report dated October 20, 1986, from the Commissioner of Engineering & Works regarding the assumption of the municipal works for Tamar Mews Subdivision, Plan 43M-443, located north of Derry Road West and east of Winston Churchill Boulevard. The developer, Markborough Properties Limited, has complied with all the requirements of the Engineering Agreement for the installation of municipal services except for various minor above ground deficiencies in the amount of $1,304.00. The developer has provided the City with a cheque in this amount and the City subdivision repair contractor will correct these deficiencies in the 1987 construction season.

There are still some outstanding landscaping works remaining within this subdivision and an amount of $6,753.70 will be held back on the Letter of Credit until these works have been completed by the developer and the Recreation and Parks Department have issued a final acceptance certificate.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited under the terms of the Engineering Agreement for Tamar Mews Subdivision, Plan 43M-443 located north of Derry Road West and east of Winston Churchill Boulevard.

(b) That the City Treasurer be authorized to reduce the Letter of Credit (current value $84,148.04) to $6,753.70 and that on completion of the outstanding landscaping works by Markborough Properties Limited and the issuance of a final acceptance certificate by the Recreation and Parks Department, the City Treasurer be authorized to release the remaining amount.

(c) That a by-law be enacted establishing the road allowances within Plan 43M-443 as public highway and part of the municipal system of the City of Mississauga.

B.06.433.02

RECOMMEND ADOPTION

8. Report dated November 4, 1986, from the Commissioner of Engineering & Works in response to the following resolution of Regional Council approved at its meeting held on September 11, 1986.

"That the Medical Officer of Health request the City of Mississauga as the owner of the spring outlet on Mississauga Road south of Dundas Street to construct a suitable drink at your own risk/information/warning sign;

And further, that the Region of Peel Health Department staff recommend an appropriate wording for the sign to the City of Mississauga;

And further, that the Medical Officer of Health continue to monitor the spring water and report to Council on any significant deterioration in water quality."

The Engineering Department has been in contact with the Region of Peel Health Department and has obtained an appropriate wording for the sign, as follows:

"THE MEDICAL OFFICER OF HEALTH ADVISES THAT PERSONS DRINKING THIS WATER DO SO AT THEIR OWN RISK."

The Engineering Department has no objection in the placement or wording of this sign and will erect such at an appropriate location.

RECOMMENDATION:

That the Engineering and Works Department manufacture and erect a warning sign at the spring, located on Mississauga Road, south of Dundas Street which states:

"THE MEDICAL OFFICER OF HEALTH ADVISES THAT PERSONS DRINKING THIS WATER DO SO AT THEIR OWN RISK."

A.02.04.01

RECOMMEND ADOPTION

9. Report dated November 14, 1986, from the Commissioner of Engineering & Works with respect to a petition from the residents of Longo Circle requesting that truck traffic be prohibited on Finch Avenue.

This section of Finch Avenue between Highway 427 and Steeles Avenue is under the jurisdiction of the Region of Peel and therefore this request should be referred to the Region for review and action.

RECOMMENDATION:

That the petition dated July 7, 1986, from the residents of Longo Circle concerning heavy truck traffic on Finch Avenue between Highway 427 and Steels Avenue be referred to the Region of Peel for review and action.

F.06.04.06

RECOMMEND ADOPTION

10. Report dated November 4, 1986, from the Commissioner of Engineering & Works regarding a request on behalf of the area neighbours, through Councillor Culham, requesting that the current parking restrictions on Sawgrass Crescent across from and adjacent to the park be revised. The residents have advised that the current no parking 8:00 a.m. - 9:00 p.m., Thursday to Sunday signs as originally requested are neither effective nor what the residents desire.

Engineering staff have spoken with Mrs. Woodford who requested that the signs adjacent to the park be removed, and the signs across from the park be changed to no parking anytime. This would allow park users to park on the roadway in front of the park, while keeping the residential frontage reasonably clear.

While the Department would support this request, Mrs. Woodford has been advised that during heavily used park times, there would still probably be some congestion in the general park area. She has acknowledged this point and indicated that the parking prohibition as requested is quite suitable.

Since the current prohibitions were installed in accordance with the general provisions of the by-law dealing with parking in the area of parkland, an amendment is not required for their removal.

RECOMMENDATION:

That the current No Parking 8:00 a.m. - 9:00 p.m, Thursday - Sunday signs on both sides of Sawgrass Crescent be removed and a by-law enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of no parking anytime signs on the west side of Sawgrass Crescent opposite the parkland.

F.06.04.02

RECOMMEND ADOPTION

11. Report dated November 11, 1986, from the Commissioner of Engineering & Works regarding concerns from area residents regarding on-street congestion as a result of users of the two ball diamonds parking on the streets around Silverthorn Public School at which the diamonds are located.

Parking prohibitions exist on parts of Cedar Creek Drive and Lexicon Drive, which border the school, however, they have proven inadequate in controlling on-street parking because of the time and day limitations. Current parking prohibitions are as follows:

CEDAR CREEK DRIVE:
8:00 a.m. - 6:00 p.m. Monday to Saturday

LEXICON DRIVE:
8:00 a.m. - 11:00 p.m. Monday to Saturday

These limits are inadequate as baseball games occur also on Sundays and after 6:00 p.m.

Therefore it is proposed that the existing prohibitions be altered to 8:00 a.m. to 11:00 p.m. every day. The area of the prohibitions, in front of the school and diamonds, will remain in the same locations.

This will help the area residents by keeping the streets around the diamonds free from congestion. This new prohibition will also not hinder the patrons of the diamonds as the Recreation and Parks Department advise that adequate parking is available at the school.

RECOMMENDATION:

(a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, authorizing a parking prohibition on Cedar Creek Drive from Lexicon Drive to Runningbrook Drive, 8:00 a.m. - 11:00 p.m., east side.

(b) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, authorizing a parking prohibition on Lexicon Drive from Cedar Creek Drive to Burningelm Crescent, 8:00 a.m. - 11:00 p.m., north side.

(c) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, authorizing a parking prohibition on Lexicon Drive from Clanfield Crescent to Burningelm Crescent, 8:00 a.m. - 11:00 p.m., south side.

F.06.04.02

RECOMMEND ADOPTION

12. Report dated November 6, 1986, from the City Solicitor and Acting Commissioner of Building regarding the Handicapped Parking By-law 134-83. The matter specifically concerns a request to make it mandatory for owners of public parking areas to provide designated parking spaces in conformity with the provisions of the By-law.

A new by-law governing handicapped parking has been prepared and the charges area as follows:

1. The two preambles are modified to clarify the provisions of the Municipal Act which refer to handicapped parking;
2. In Clause 1, paragraph 1 the word "substantially" has been deleted from the second line;
3. Clause 2 has been changed to refer to "the Commissioner of Engineering and Works";
4. Clause 10 has been amended to refer to Section 9 rather than Section 6;
5. A new clause has been added which refers to the repealing of By-law 134-83.

It was originally considered that this should be a voluntary program for owners of public parking areas to set aside spaces and sign them for handicapped parking only. The majority of public parking owners conformed to this requirement, but there are a certain number of owners who will not either provide handicapped parking areas or will not sign them. This causes a problem with regard to complaints to the By-law Enforcement Section.

The amendment to Section 10 provides for a penalty for failure to provide for and sign designated spaces for handicapped persons.

The deletion of the word "substantially" in Section 1, paragraph 1 is suggested because the By-law Enforcement Officers have had problems with regard to the type of signs identifying the "designated parking space".

The proposed new by-law will naturally have retroactive effect because it is a by-law prepared under the authority of the Municipal Act and cannot be construed in any way as being a by-law prepared under the authority of the Planning Act. It is considered practical to have one by-law governing handicapped parking rather than two by-laws.

RECOMMENDATION:

That a by-law be enacted to control handicapped parking and to repeal By-law 134-83.

RECOMMEND ADOPTION

13. Report dated November 17, 1986, from the Acting Commissioner of Building, Zoning and Licensing regarding an amendment to the Fence By-law 397-78. The By-law restricts the height of a fence to a maximum of two metres (6'7") above effective ground level. There are many noise attenuation fences which are being constructed pursuant to Servicing Agreements, Local Improvements, or Site Plan Agreements, which are in excess of this height.

The height of a noise attenuation fence is based on technical calculations and is obviously dependent upon the noise source and would greatly differ with a residential dwelling abutting an arterial roadway compared to an M.T.C. Freeway or C.P.R./C.N.R. railway line. An amendment should be made to the Fence By-law to exempt noise attenuation fences as the two metre (6'7") limit is not applicable.

RECOMMENDATION:

That a by-law be enacted amended the Fence By-law 397-78 as amended to exempt Noise Attenuation Fences as the two metre (6'7") limit is not applicable.

L.05.01

RECOMMEND ADOPTION

14. Report dated November 10, 1986, from the Acting Commissioner of Building, Zoning and Licensing regarding an amendment to By-law 115-76 to reflect staff changes within the Building Department for the purpose of enforcing the Ontario Building Code Act.

RECOMMENDATION:

That a by-law be enacted to amended By-law 115-76, as amended, to reflect staff changes within the Building Department for the purpose of enforcing the Ontario Building Code Act.

L.07.01.02

RECOMMEND ADOPTION

15. Report dated November 11, 1986, from the City Clerk regarding a request of the Streetsville Business Improvement Area for more parking in the area. The City had previously negotiated a lease agreement with Canadian Pacific Limited (Marathon Realty) for the parcel of land at Broadway and Thomas Streets for parking purposes for the Streetsville Business Improvement Area at an annual rent of $972.00. Marathon Realty advised the City that the rent was increased from $972.00 to $1,524.00 per annum. As a result of this increase, Council, on November 1, 1982, passed Resolution #727 stating this this lease agreement not be renewed.

The Clerk's Department is now in receipt of a lease agreement from Canadian Pacific Limited (Marathon Realty) for the same lands at a rent of $100. per annum for a term of 5 years. The Engineering and Works Department is agreeable to the terms and conditions of this agreement.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Lease Agreement between Canadian Pacific Limited (Marathon Realty) and the City of Mississauga for the parcel of land containing an area of 10,965 square feet, more or less, as shown on the plan attached to the lease agreement (Broadway and Thomas Streets) at a rental of $100.00 per annum.

E.04.03.02.03

RECOMMEND ADOPTION

16. Report dated November 11, 1986, from the City Clerk regarding the Streetsville Works Yard Lease from Marathon Realty. In order to expand the Streetsville Works Yard, the Property Section was directed to lease approximately 0.358 acres, more or less, from Marathon Realty for a period of 5 years at an annual rental of $2,184. to be increased at a rate of 6% per annum for each ensuing year.

The Engineering Department has reviewed the lease and are in agreement with the terms and conditions.

RECOMMENDATION:

That a by-law be enacted authorizing execution of the lease agreement between Marathon Realty Company Limited and the City of Mississauga for 0.358 acres in connection with the Streetsville Works Yard.

E.04.03.02.02

RECOMMEND ADOPTION

City of Mississauga

MEMORANDUM

To Chairman and Members of
Dept. Operations and Works Committee

From Gord Johnstone
Dept. Acting City Manager

9248
DATE NOV 20 1986

November 20, 1986

NOV 26 1986
OPERATIONS/WORKS

A.02.08.02.01

SUBJECT: Driving Test Centres

SOURCE: Town of Oakville

COMMENTS: The Clerk of the Town of Oakville has advised that on September 2, 1986 the Town Council requested Mississauga's co-operation in joining Oakville in a petition to the Provincial Government for the re-establishment of Driving Test Centres in Mississauga. We have attached a copy of the letter from the Town of Oakville's Clerk.

In his letter, the Clerk indicates that the Town of Oakville has experienced numerous difficulties due to the Province's decision to close the Driving Test Centres in Mississauga and Toronto. As Council will recall, the Driving Test Centres in Mississauga and Toronto were closed and consolidated in Brampton.

Staff contacted the Town of Oakville to ascertain their problems and were advised that people from Mississauga and Toronto are now going to Oakville's Driving Test Centre. It was indicated that 70% of the users are not from Oakville. As a result of the influx from other areas, the Town is experiencing adverse impact on residential streets around the overloaded test centre.

Given this situation in Oakville and the very heavy usage and delays at the Brampton site it is appropriate that actions to alleviate these problems should be initiated. It would be appropriate to have a well located driver test centre and licensing office to serve the rapidly expanding population of the City of Mississauga. Therefore, it is recommended that we support the Town of Oakville in its petition to the Provincial Government to re-establish a Driver Test Centre in Mississauga.

/2

1(a)

RECOMMENDATIONS:

1. That the Town of Oakville be advised that the City of Mississauga supports a petition to the Province of Ontario for the re-establishment of a Driving Test Centre in Mississauga.

2. That the Minister of Transportation and Communications be advised that the City of Mississauga supports the Town of Oakville in its petition to have a Driving Test Centre re-established in Mississauga.

Gord Johnstone
Acting City Manager

GJ/hl
Att.

THE CORPORATION OF THE TOWN OF OAKVILLE

OAKVILLE
ONTARIO

TELEPHONE 845-6601
P.O. BOX 310
L6J 5A6

September 3, 1986

RECEIVED
7244
SEP 8 1986
A.02.03.02.0
CLERK'S DEPARTMENT

OPERATIONS/WORKS

City of Mississauga
1 City Centre Drive
Mississauga, ON
L5B 1M2

ATTENTION: T. L. JULIAN, CLERK

Dear Sir:

RE: DRIVING TEST CENTRES

We wish to advise that on September 2, 1986, Town Council requested the co-operation of your Municipality in joining Oakville in a petition to the Provincial Government for the re-establishment of driving test centres in your Municipality.

The Town of Oakville has experienced numerous difficulties by the Provinces arbitrary decision to close Ministry of Transportation Driving Test Centres in Mississauga and Toronto.

Would you please bring this matter to the attention of your Council at your earliest convenience in order that your Council may be given the opportunity to support Oakville in our attempt to re-establish the driving test centres in your community.

Yours very truly,

D. W. Brown
Clerk
TOWN OF OAKVILLE

DWB/sw

City of Mississauga

MEMORANDUM

2

To Chairman and Members

Dept. Operations & Works Committee

From W.P. Taylor, Commissioner
Engineering & Works
Olga Carmen, Director
Dept. Public Affairs

9252

DATE NOV 2

A. 01.11.01

November 20, 1986

OPERATIONS/WORKS

SUBJECT: Directional Signage for Emergency Services in Mississauga

ORIGIN: Request for Report 119-86

BACKGROUND: Further to Council recommendation 254-86, staff reviewed the issues related to directional signage for emergency services with representatives of the Peel Regional Police, Mississauga Fire Department, Ambulance Services and the Engineering and Works Department serving the City of Mississauga.

These issues, as outlined in Mayor Hazel McCallion's memo of April 30, 1986, were specifically related to house numbering, intersection numbering, street names, City maps and street guides, and directional signage at apartment and townhouse complexes.

The following report examines each of these issues, indicates the status of each and provides some recommendations on how the City could deal with the matter of directional signage for emergency services.

COMMENTS: The following issues were raised in Mayor Hazel McCallion's memo of April 30th, 1986:

(i) House Numbering - Discussions revealed that emergency service personnel are familiar with the grid system within the City of Mississauga for locating emergency locations. However it was agreed that homeowners/businesses should be reminded of the importance of municipal numbers being clearly displayed.

.../2

2(a)

(ii) Street Names - Duplication of street names, within the City of Mississauga, and within the Region of Peel, has been identified as a concern by emergency service personnel. Also, names or words that are difficult to pronounce and/or spell are often confusing at the time of an emergency. These points have been identified as a source of major concern by the City's emergency services.

This is a concern and we suggest our existing policy of reviewing all proposed street names through the Operations and Works Committee be continued to ensure this concern is addressed.

(iii) Intersection Numbering - The Engineering Department is currently conducting a street numbering program for selected intersections in Mississauga. A priority for arterial and advance street name signs to City standard, was recognized, and further street numbering at specified intersections will follow. Emergency service personnel support this program and would like to see it expanded.

(iv) Updating and Distribution of City Maps and Street Guides - The Engineering Department currently produces a street guide on an annual basis. In addition, construction site plans and maps for new subdivisions are distributed as soon as possible to all emergency services.

(v) Apartment and Townhouse Complexes - Emergency service personnel has indicated that directional signs within apartment buildings and townhouse complexes would help them to locate emergency sites more quickly.

City staff agree this is a concern and that multi-unit complexes should be encouraged at the Site Plan Approval stage to erect directional signs and maps at the entrances to the complexes.

RECOMMENDATIONS:

Based on the preceding information it is recommended

1. That Public Affairs produce and distribute 100,000 brochures (sample attached) stressing the importance of clearly displaying municipal street numbers. This brochure will be distributed through Ratepayers Associations, the Welcome Wagon program, and through all information centres in the City. In addition, the copy from the brochure will be used as a public notice on the City news page of the Mississauga News, as well as part of our next door-to-door public awareness campaign.

.../3

2(b)

2. That all new or revised street names continue to be submitted to the Operations and Works Committee for consideration. Every effort has already been made by Municipal officials to eliminate existing duplicated or difficult to pronounce street names. This effort shall continue in the future.

3. That the Engineering and Works Department continue the intersection numbering program at identified intersections, with a higher priority, subject to budget and manpower availability.

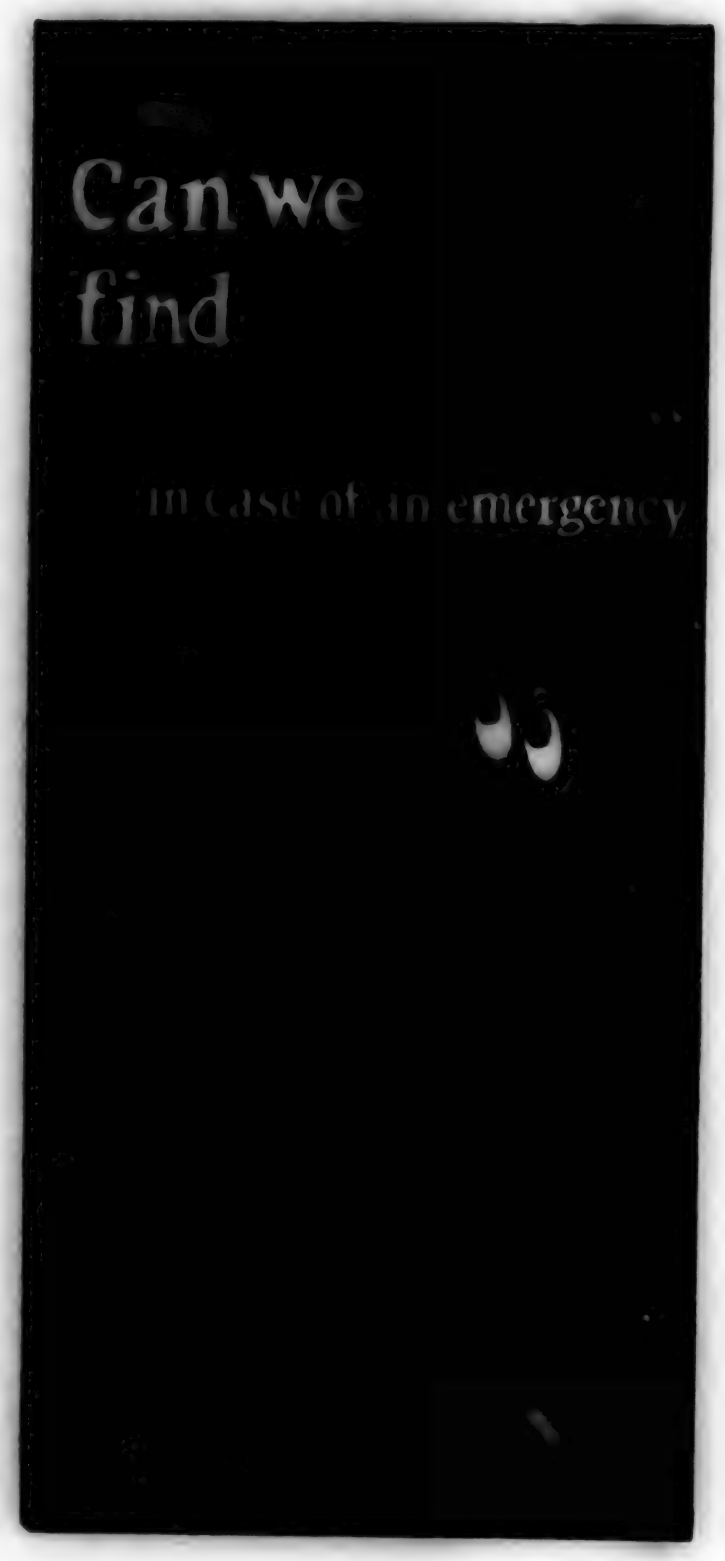
4. That all multi-unit complexes be encouraged at Site Plan Approval to erect directional signs and maps at the entrances of the complexes to meet the requirements of emergency service personnel.

Mr. W.P. Taylor, Commissioner
Engineering and Works Department

Olga Carmen, Director
Public Affairs,
City Manager's Department

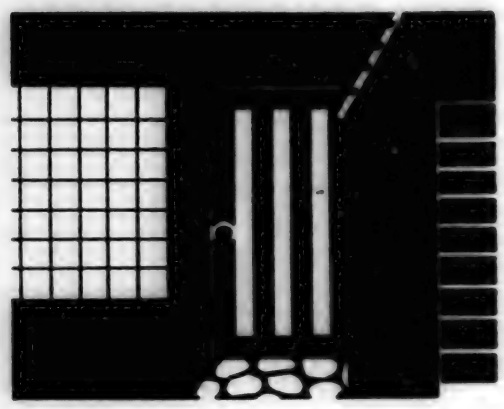
0374/1-3/

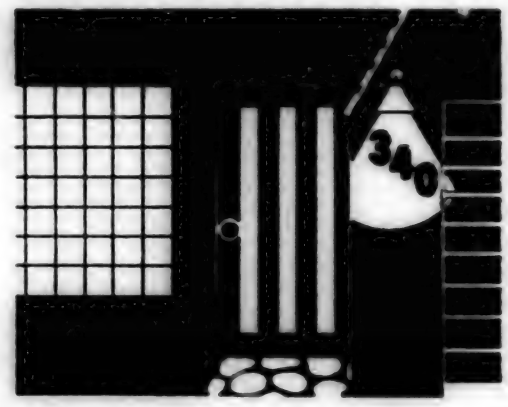
2(c)



2(d)

Can we find You...
in case of an emergency?





City of Mississauga

MEMORANDUM

3

FILES: 16 111 84203
11 141 00045

To Chairman and Members of 9/99 From William P. Taylor, P.Eng.

Dept. Operations and Works Dept. Engineering and Works

B.06.711.02

October 21, 1986 NOV 2 6 1986

OPERATIONS/WORKS

SUBJECT: Request by the builder, Century Homes to amend Schedule C of the Servicing Agreement with respect to model homes for the River Grove Phase I Subdivision, Plans 43M-711 and 43M-712, located south of Britannia Road West and west of Creditview Road (sketch attached).

ORIGIN: Request for a report to Operations and Works Committee. Request #261-86. Letter from Century Homes dated September 15, 1986 (copy received October 14, 1986).

COMMENTS: The builder, Century Homes (7605 Woodbine Avenue, Unit 200, Markham, Ontario, L3R 2N4, Attention: Mr. Mark Libfeld) in a letter dated September 15, 1986 requested permission to amend Schedule C of the Servicing Agreement to permit the construction of 35 model homes within Plan 43M-711 and to increase the number of model homes from the permitted 17 to 35 in Plan 43M-712. We have been unsuccessful in contacting the builder to identify the requested lot numbers for model homes.

As the City has cleared various requirements for building permit applications (Clause 20 in the Servicing Agreement) for Plans 43M-711 and 43M-712 and release of others are imminent, we are recommending that additional Lots for model homes not be considered.

RECOMMENDATIONS: 1. That the builder, Century Homes, be advised that additional lots for model homes will not be considered in River Grove Phase I Subdivision, Plans 43M-711 and 43M-712 located south of Britannia Road West and west of Creditview Road.

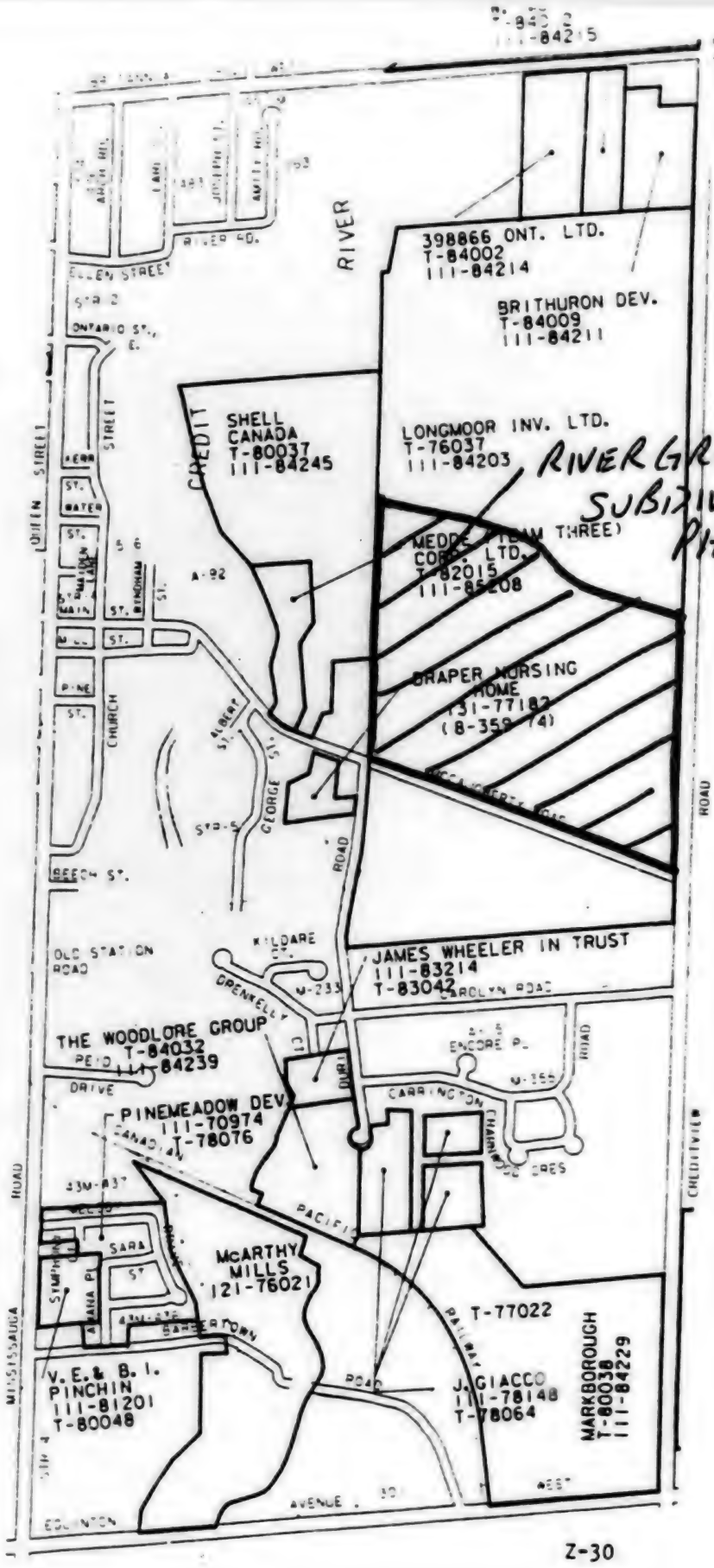
MWB:cds
235E:27E
Attach.

for William P. Taylor, P.Eng.
Commissioner
Engineering & Works

cc: A. E. McDonald

FORM 145

3(a)


398866 ONT. LTD.
T-84002
111-84214
BRITHURON DEV.
T-84009
111-84211
LONGMOOR INV. LTD.
T-76037
111-84203
RIVER GROVE SUBDIVISION PHASE I
SHELL CANADA
T-80037
111-84245
MEDRE (NEW THREE) CORP. LTD.
T-82015
111-85208
BRAPER NURSING HOME
131-77182
(8-359-74)
JAMES WHEELER IN TRUST
111-83214
T-83042
THE WOODLORE GROUP
T-84032
PEEL 111-84239
PINEMEADOW DEV.
111-70974
T-78076
McARTHY MILLS
121-76021
T-77022
V.E.& B.I. PINCHIN
111-81201
T-80048
J. GIACCO
111-78148
T-78064
MARKBOROUGH
T-80038
111-84229
RIVER
QUEEN STREET
CREDIT
ROAD
CHURCH
GEORGE ST.
ALBERT ST.
GREEN ST.
OLD STATION ROAD
KILDARE
DRENKELLY
CAROLYN ROAD
ENCORE PL.
CARRINGTON
CRES
DRIVE
SARA
ST.
AVENUE
EGLINTON
PACIFIC
RAILWAY
Z-39-E
Z-38-E
Z-31
Z-30
Z-38-W

City of Mississauga

MEMORANDUM File : 11 141 00045
22 131 00003

4

To Chairman & Members of
Operations & Works Committee
Dept.

From W. P. Taylor, P. Eng.
Engineering & Works Dept.
Dept.

November 11, 1986

NOV 2 6 1986

OPERATIONS/WORKS

SUBJECT: Little Etobicoke Creek - Flood & Erosion Control Study

SOURCE: Engineering & Works Department

COMMENTS: The Engineering & Works Department in discussion with the M.T.R.C.A. have agreed that a flood and erosion control study of the Little Etobicoke Creek from Eglinton Avenue to the confluence with the Etobicoke Creek, should be completed to determine the required remedial works.

9253

DATE NOV 20 1986

T.05.86035

Two areas along the creek have been experiencing recurring surface flooding those being at the Tyndall Nursing Home on the south side of Eglinton Avenue and the Brick Warehouse immediately north of Dundas Street. In addition, extensive bank erosion is occurring from Burnhamthorpe Road to Dundas Street.

The solution to these problems involve floodproofing through berming and/or channelization and erosion control works between Eglinton Avenue and Dundas Street.

The M.T.R.C.A. have indicated that they will budget $100,000.00 in 1987 for floodproofing at the Tyndall Nursing Home, however, no funds are available to commence the study this year nor for the overall study of the creek.

Cost sharing of the $100,000.00 would be under the normal subsidy arrangement of 55% M.T.R.C.A. and 45% City.

The Engineering and Works Department have budgetted $300,000.00 for channel improvements on the Little Etobicoke Creek from Eglinton Avenue southerly to Highway 403 in the tentative 1987 Capital Budget. These works are intended to eliminate the flooding of the Tyndall Nursing Home parking lot as well as to allow adjacent lands to develop. It is anticipated that the lands required for the channelization works will be deeded gratuitously to the City in the most part.

continued .....

FORM 141

4(a)

To : Chairman & Members
of Operations & Works Committee

COMMENTS (cont) It is our opinion that the proposed study should be commenced as early as is reasonably possible in order that the works can hopefully by carried out sometime in 1987 and it is recommended that a Consultant be retained by the City to carry out a Flood and Erosion Control Study at the City's cost from Eglinton Avenue to the confluence of the Etobicoke Creek. This study will involve the M.T.R.C.A.

The M.T.R.C.A. have indicated that their funding would be utilized under separate agreement toward the design and construction works at the Tyndall Nursing Home provided the works meet their approval and are carried out by authority staff.

The extent of the Tyndall Nursing Home and the Brick's participation will be determined upon defining the nature and benefit of the floodproofing works to be constructed.

It is our intention that the recommended works upon the completion of the study will be satisfactory to all parties concerned.

It is recommended that the City and the M.T.R.C.A. mutually retain the services of a Consulting Engineer acceptable to the M.T.R.C.A. and the City. Funds in an amount of $60,000.00 are available in the storm sewer oversizing Account No. P.N.85-903.

RECOMMENDATIONS:

1. That the services of a consulting engineer acceptable to the City and the M.T.R.C.A. be retained to conduct a flood and erosion control study of the Little Etobicoke Creek from Eglinton Avenue to its confluence with the Etobicoke Creek.

2. That the M.T.R.C.A. be requested to confirm the extent of their participation in Recommendation 1.

3. That upon completion of the study when the estimated total cost is known that a further report be prepared for Council on the cost sharing between the City, M.T.R.C.A., and any other participants.

4. Funds in the amount of $60,000 for the study are available in the Storm Sewer Oversizing Account No. P.N.85-903.

W. P. Taylor, P. Eng.
Commissioner,
Engineering & Works Dept.

Encls.
333E/

City of Mississauga

MEMORANDUM

Our file : 11 141 00045
22 131 00003

5

To Chairman & Members of Operations & Works Committee

From W. P. Taylor, P. Eng.

Dept. Operations & Works Committee

Dept. Engineering & Works Dept.

November 6, 1986

NOV 2 6 1986

OPERATIONS/WORKS

SUBJECT: Erosion Control Works - Applewood Creek
Mr. & Mrs. E. Herron, 1064 Dixie Road, Mississauga

SOURCE: Credit Valley Conservation Authority

COMMENTS: High stream flows in August and September have aggravated a bank erosion problem on the Applewood Creek at 1064 Dixie Road resulting in the resident's request for assistance.

Staff of the C.V.C.A. and the City have reviewed the erosion and agree that erosion control works should be undertaken to arrest the erosion and eliminate a hazard.

9194

A.02.05.03.01

The C.V.C.A. has agreed to finance the project in 1986 and be responsible for 55% of the total cost of $7,000.00, provided that the City bears the remainder of $3,150.00. In addition, it is proposed that the work be undertaken this year by the City on the provision that the resident agrees to dedicate to the City, a permanent easement over the works. Funds are available in the Watercourse Maintenance Account.

RECOMMENDATION:

1. That Council of the City of Mississauga advise the C.V.C.A. that the City agrees to bear 45% of the total cost of $7,000.00 for erosion control works at 1064 Dixie Road provided that the residents, Mr. & Mrs. E. Herron agree to dedicate a permanent easement for the maintenance of the work and the resident be so advised.

2. That funds in the amount of $3,150.00 be allocated from the Works Watercourse Maintenance Account 08319-05-9604-0100.

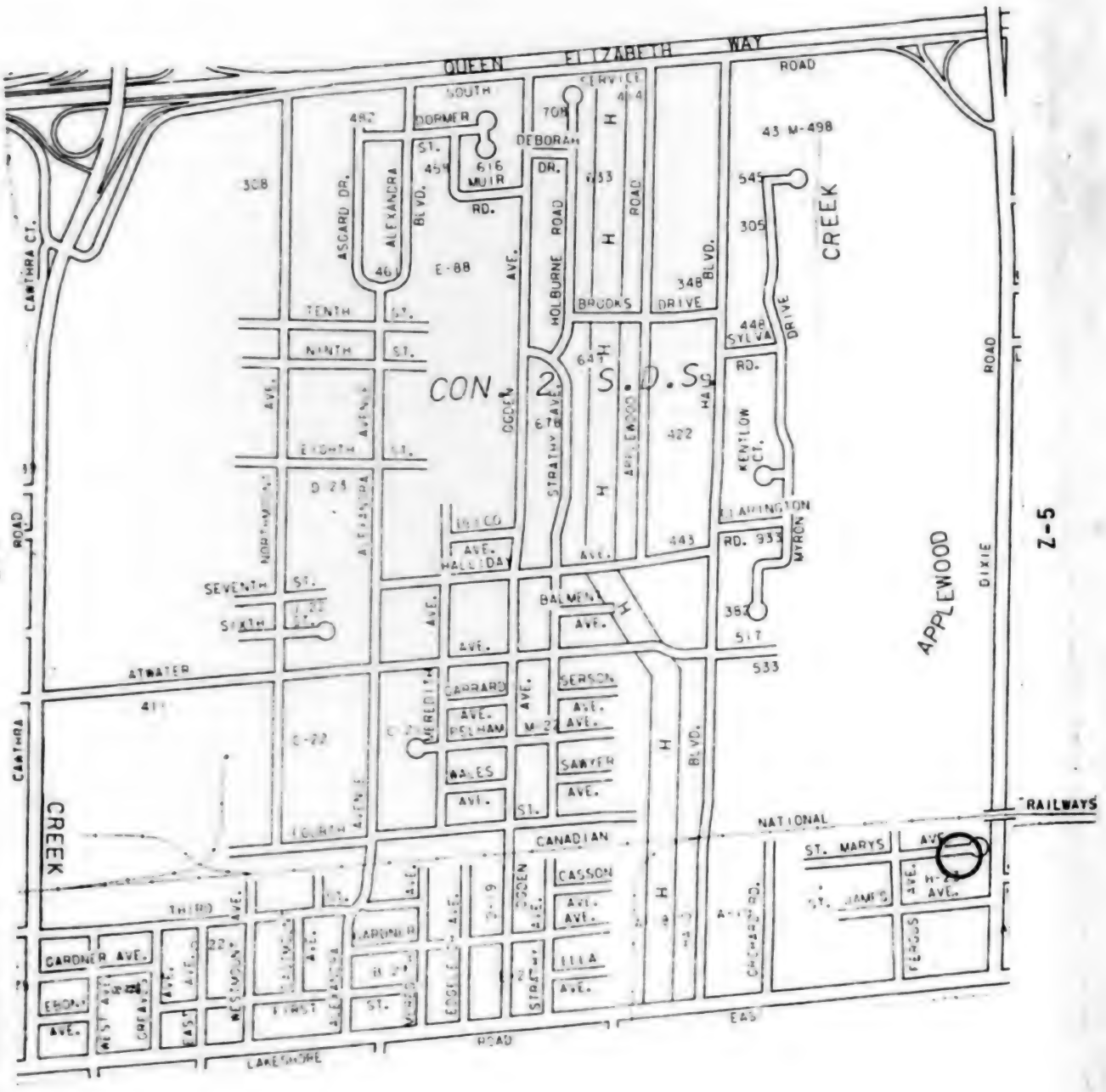
W. P. Taylor, P. Eng.
Commissioner,
Engineering & Works Dept.

WF:sa
33E/42E

FORM 145

5(a)

Z-13


QUEEN ELIZABETH WAY
ROAD
SERVICE
SOUTH
DORMER
ST.
DEBORAH
DR.
616 MUIR
RD.
ASGARD DR.
ALEXANDRA
BLVD.
AVE.
HOLBURNE ROAD
BROOKS
DRIVE
348
448 SYLVA
DRIVE
CREEK
43 M-498
545
305
308
E-88
TENTH ST.
NINTH ST.
EIGHTH AVENUE
SEVENTH ST.
SIXTH ST.
CON 2
S.D.S.
OGDEN
STRATHY AVE.
APPLEWOOD
HALLIDAY AVE.
BALMENY AVE.
KENTLOM CT.
CLARINGTON RD. 934
MYRON
382
517
533
422
445
ATWATER
CARRARD AVE.
PELHAM AVE.
SERSON AVE.
SAWYER AVE.
BALES AVE.
MEREDITH
CANADIAN NATIONAL RAILWAYS
CASSON AVE.
ILLA AVE.
ST. MARYS AVE.
ST. JAMES
CHURCHILL RD.
FERGUS
THIRD AVE.
GARDNER AVE.
EBOR AVE.
WESTMOUNT
FIRST ST.
LAKESHORE ROAD
EAS
CAMERON
CREEK
Z-7
Z-5

6

City of Mississauga

MEMORANDUM

FILES: 16 111 86220
11 141 00045

To: Chairman and Members of Operations and Works

From: William P. Taylor, P.Eng.
Engineering and Works

Dept.

Dept.

NOV 2 6 1986

November 4, 1986

OPERATIONS/WORKS

SUBJECT: Request to ~~waive Condition 8~~, Consulting Engineer, Part 1, Schedule C of the Servicing Agreement for the Heritage Hills Subdivision, Plan 43M-635, located south of Eglinton Avenue West and west of Hurontario Street (sketch attached).

ORIGIN: Site Plan Application S.P. 417-85
Rezoning Application OZ/20/85

COMMENTS: Condition 8, Consulting Engineer, Part 1, Schedule C of Servicing Agreement states that the consulting engineer will ensure by means of certification on the block grading plan that the proposed construction satisfies the following criteria:

"No access for Blocks 173, 174 and 175 shall be permitted from Eglinton Avenue".

9198

B06.635.02

The site plan applicant has provided a site plan indicating a proposed right in/right out access to Eglinton Avenue West and our Traffic Section have recommended approval of this access subject to:

1. The applicant pays for the construction of a centre median island on Eglinton Avenue West between Heritage Hills Boulevard and a point to the west of the proposed access;

2. The centre median island would extend approximately 40 metres to the west of the access and would be constructed at the time Eglinton Avenue West is reconstructed from its existing two lanes to four lanes;

3. The proposed access point should be made 7.5 metres at the street line as opposed to the 6.0 metres shown on the site plan.

Hence, we have no objection to waiving Condition 8, Consulting Engineer, Part 1, Schedule C of the Servicing Agreement for the Heritage Hills Subdivision, Plan 43M-635. Site Plan S.P. 417-85 is located on Block 174 of Plan 43M-635 at the southwest corner of Eglinton Avenue West and Heritage Hills Boulevard.

.../...

FORM 145

RECOMMENDATION: That notwithstanding the requirements of the Servicing Agreement for the Heritage Hills Subdivision, Plan 43M-635, the developer, Kee Group Inc., be advised that Condition 8, Consulting Engineer, Part 1 of Schedule C, is waived with respect to Block 174.

MWB:cds
235E:27E
Attach.

William P. Taylor, P.Eng.
Commissioner
Engineering & Works

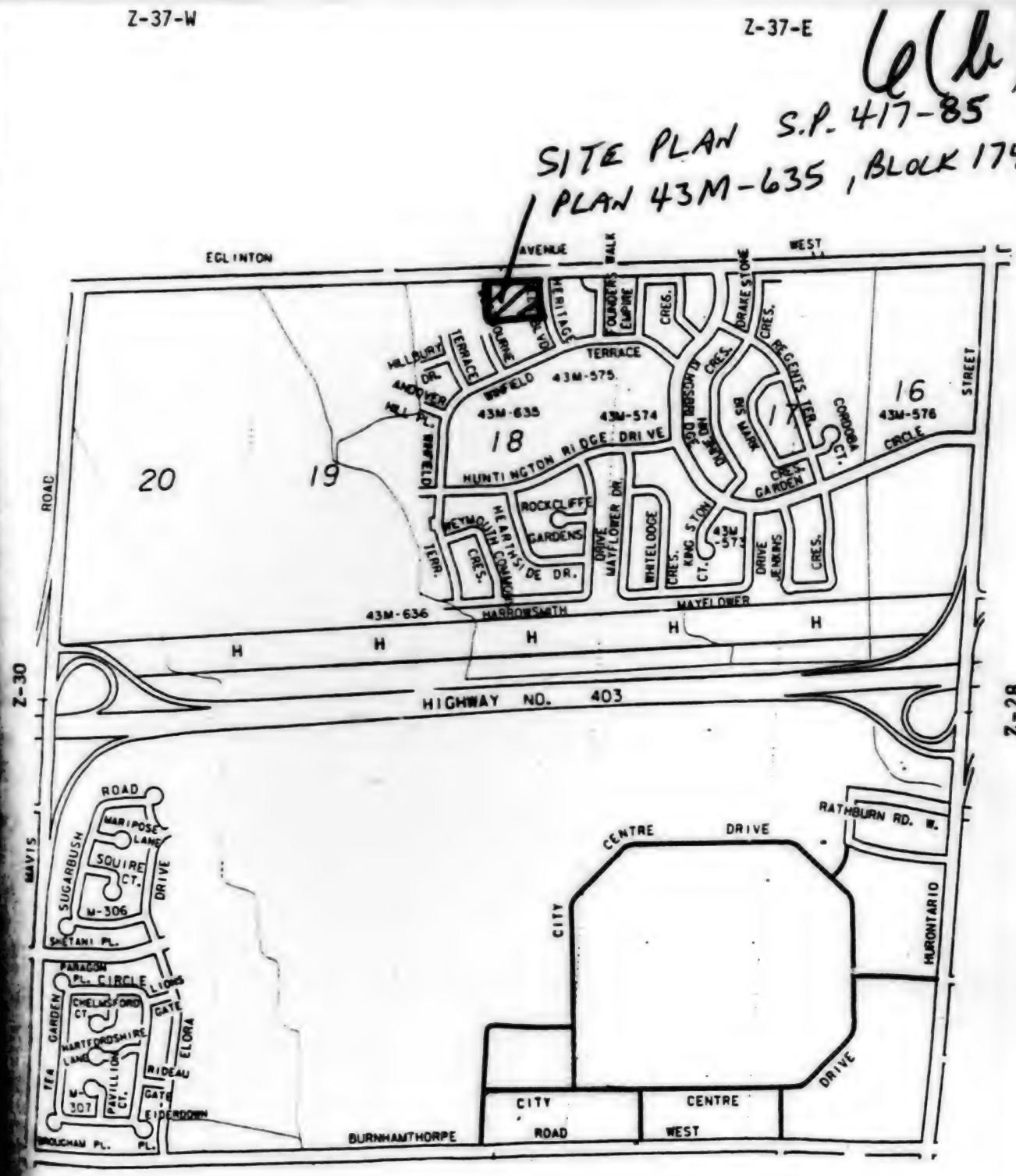
cc: Councillor L. Taylor
R. Edmunds
C. Hoffren

Z-37-W

Z-37-E

6(h)

SITE PLAN S.P. 417-85
PLAN 43M-635, BLOCK 174



Z-22

Z-29

City of Mississauga

MEMORANDUM

FILES: 16 111 80228
11 141 00045

To Chairman and Members of
Dept. Operations and Works

From William P. Taylor, P.Eng.
Dept. Engineering and Works

October 20, 1986

OPERATIONS/WORKS NOV 2 6 1986

SUBJECT: Assumption of the municipal works for Tamar Mews Subdivison, Plan 43M-443, located north of Derry Road West and east of Winston Churchill Boulevard (sketch attached).

ORIGIN: Engineering Agreement between Markborough Properties Limited (90 Eglinton Avenue West, Toronto, Ontario, M4R 2E7), the City of Mississauga and the Region of Peel dated September 28, 1981.

COMMENTS: The subject development consists of 25 residential lots and as far as the Engineering and Works Department is concerned, the developer, Markborough Properties Limited has complied with all the requirements of the Engineering Agreement for the installation of municipal services except for various minor above ground deficiencies in the amount of $1,304.00. The developer has provided the City with a cheque in this amount and the City subdivision repair contractor will correct these deficiencies in the 1987 constructio season.

9200

B.06.443.02

There are still some outstanding landscaping works remaining within this subdivision and therefore, we are recommending that the amount of $6,753.70 be held back on the Letter of Credit until these works have been completed by the developer and the Recreation and Parks Department have issued a final acceptance certificate.

RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited under the terms of the Engineering Agreement for Tamar Mews Subdivision, Plan 43M-443 located north of Derry Road West and east of Winston Churchill Boulevard.

2. That the City Treasurer be authorized to reduce the Letter of Credit (current value $84,148.04) to $6,753.70 and that on completion of the outstanding landscaping works by Markborough Propeties Limited and the issuance of a final acceptance certificate by the Recreation and Parks Department, the City Treasurer be authorized to release the remaining amount.

.../...

FORM 145

7(a)

RECOMMENDATIONS: Continued

3. That a by-law be enacted establishing the road allowances within Plan 43M-443 as public highway and part of the municipal system of the City of Mississauga.

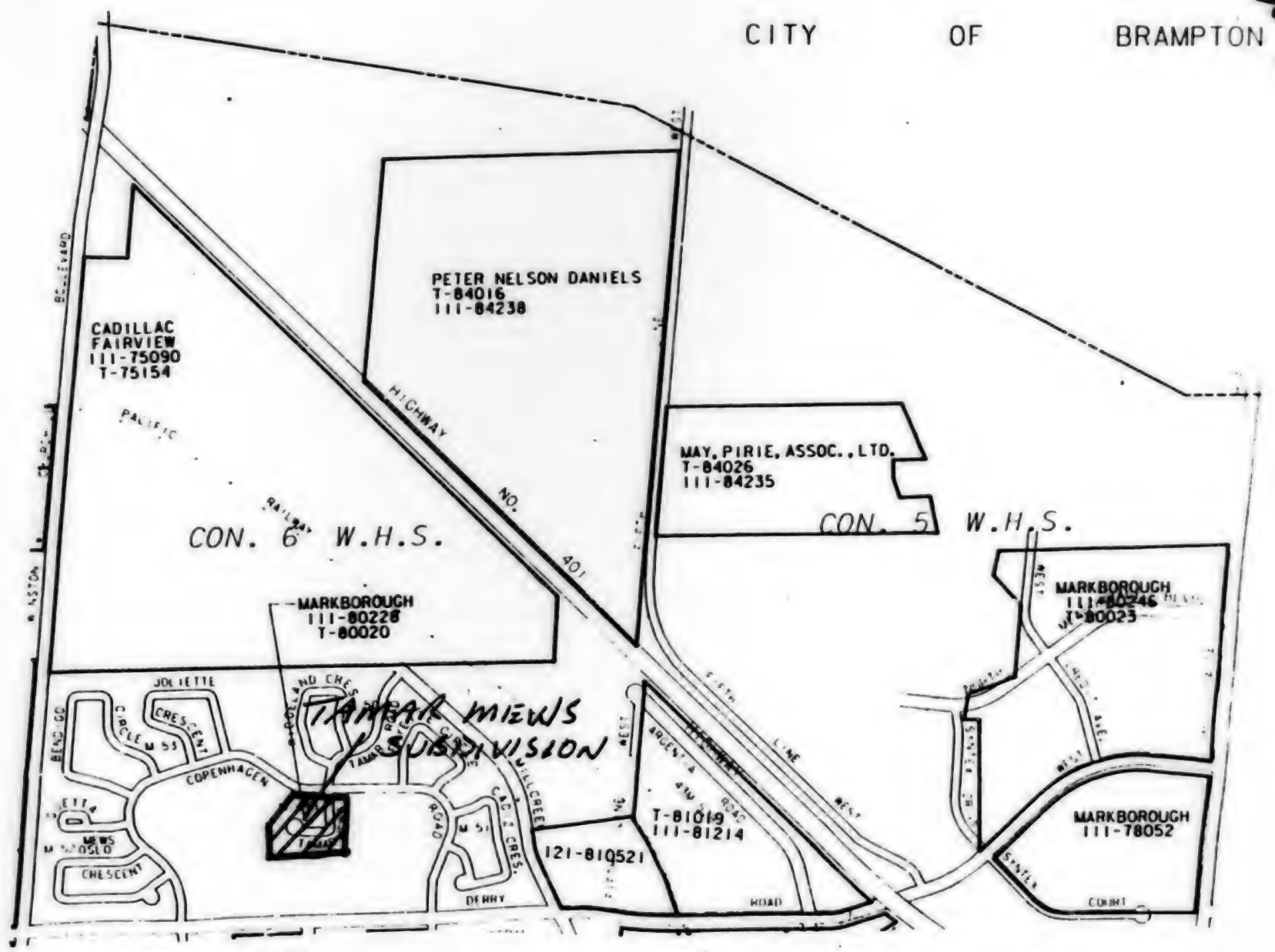
MWB

MWB:cds
235E:27E
Attach.

for William P. Taylor, P.Eng.
Commissioner

cc: Councillor T. Southorn
W. H. Munden
P. Marchiori
D. J. Debenham
L. J. Harvey
J. D. McKichan - Region of Peel

CITY OF BRAMPTON



City of Mississauga

MEMORANDUM

File: 11 141 00045
13 211 00017

8

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

November 4, 1986.

NOV 2 6 1986
OPERATIONS/WORKS

SUBJECT: Mississauga Road Spring outlet.

SOURCE: Request for Report No. 254-86. Letter from Region of Peel dated September 12, 1986.

COMMENTS: The Region of Peel Council approved the following resolution at its meeting held on September 11, 1986.

"That the Medical Officer of Health request the City of Mississauga as the owner of the spring outlet on Mississauga Road south of Dundas Street to construct a suitable drink at your own risk/information/warning sign;

9196

A.02.0401

And further, that the Region of Peel Health Department staff recommend an appropriate wording for the sign to the City of Mississauga;

And further, that the Medical Officer of Health continue to monitor the spring water and report to Council on any significant deterioration in water quality."

The Engineering Department has been in contact with the Region of Peel Health Department and has obtained an appropriate wording for the sign, as follows:

"THE MEDICAL OFFICER OF HEALTH ADVISES THAT PERSONS DRINKING THIS WATER DO SO AT THEIR OWN RISK."

The Engineering Department has no objections in the placement or wording of this sign and will erect such at an appropriate location.

RECOMMENDATION: That the Engineering and Works Department manufacture and erect a warning sign which states:

"THE MEDICAL OFFICER OF HEALTH ADVISES THAT PERSONS DRINKING THIS WATER DO SO AT THEIR OWN RISK."

at the spring, located on Mississauga Road, south of Dundas Street.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJF/dab
0487E

FORM 145

4

City of Mississauga

MEMORANDUM

File: 11 141 00045
13 211 00047

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

November 14, 1986.

OPERATIONS/WORKS NOV 26 1986

SUBJECT: Truck Traffic on Finch Avenue.

SOURCE: Petition from the residents of Longo Circle.

COMMENTS: The attached petition was referred by Council to the Engineering and Works Department for review and comment.

9/93
NOV 1 [illegible]
F.06.04.06

Finch Avenue currently interchanges with Highway 427 and connects Steeles Avenue to Finch Avenue in Metro.

The residents are requesting that trucks be prohibited on Finch Avenue. The section of Finch Avenue between Highway 427 and Steeles Avenue is under the jurisdiction and control of the Region of Peel and therefore, only Regional Council could pass by-laws prohibiting trucks.

This request should be referred to the Region for their review and action. It would appear that this has not been done to date.

RECOMMENDATION: That the petition from the residents of Longo Circle concerning heavy truck traffic be referred to the Region of Peel.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

[illegible]/dab
0487E

FORM 145

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00030

10

To Chairman and Members of | From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee. | Dept. Engineering & Works Dept.

November 4, 1986.

SUBJECT: Parking on Sawgrass Crescent.

OPERATIONS/WORKS NOV 26 1986

SOURCE: Letter from Mrs. Donna Woodford, 1073 Sawgrass Crescent, L5C 3V2, through Councillor Culham's office.

COMMENTS: Mrs. Woodford, on behalf of the area neighbours, through Councillor Culham, requested that the current parking restrictions on Sawgrass Crescent across from and adjacent to the park, be revised. She has indicated that the current no parking 8:00 a.m. - 9:00 p.m., Thursday to Sunday signs as originally requested are neither effective nor what the residents desire.

9195

F.06.04.02

Engineering staff have spoken with Mrs. Woodford who requested that the signs adjacent to the park be removed, and the signs across from the park be changed to no parking anytime. This would allow park users to park on the roadway in front of the park, while keeping the residential frontage reasonably clear.

While this department would support this request, we have advised Mrs. Woodford that during heavily used park times, there would still probably be some congestion in the general park area. She has acknowledged this point and indicated that the parking prohibition as requested is quite suitable.

Since the current prohibitions were installed in accordance with the general provisions of the by-law dealing with parking in the area of parkland, an amendment is not required for their removal.

RECOMMENDATIONS:

1. That the current No Parking 8:00 a.m. - 9:00 p.m, Thursday - Sunday signs, on both sides of Sawgrass Crescent, be removed.

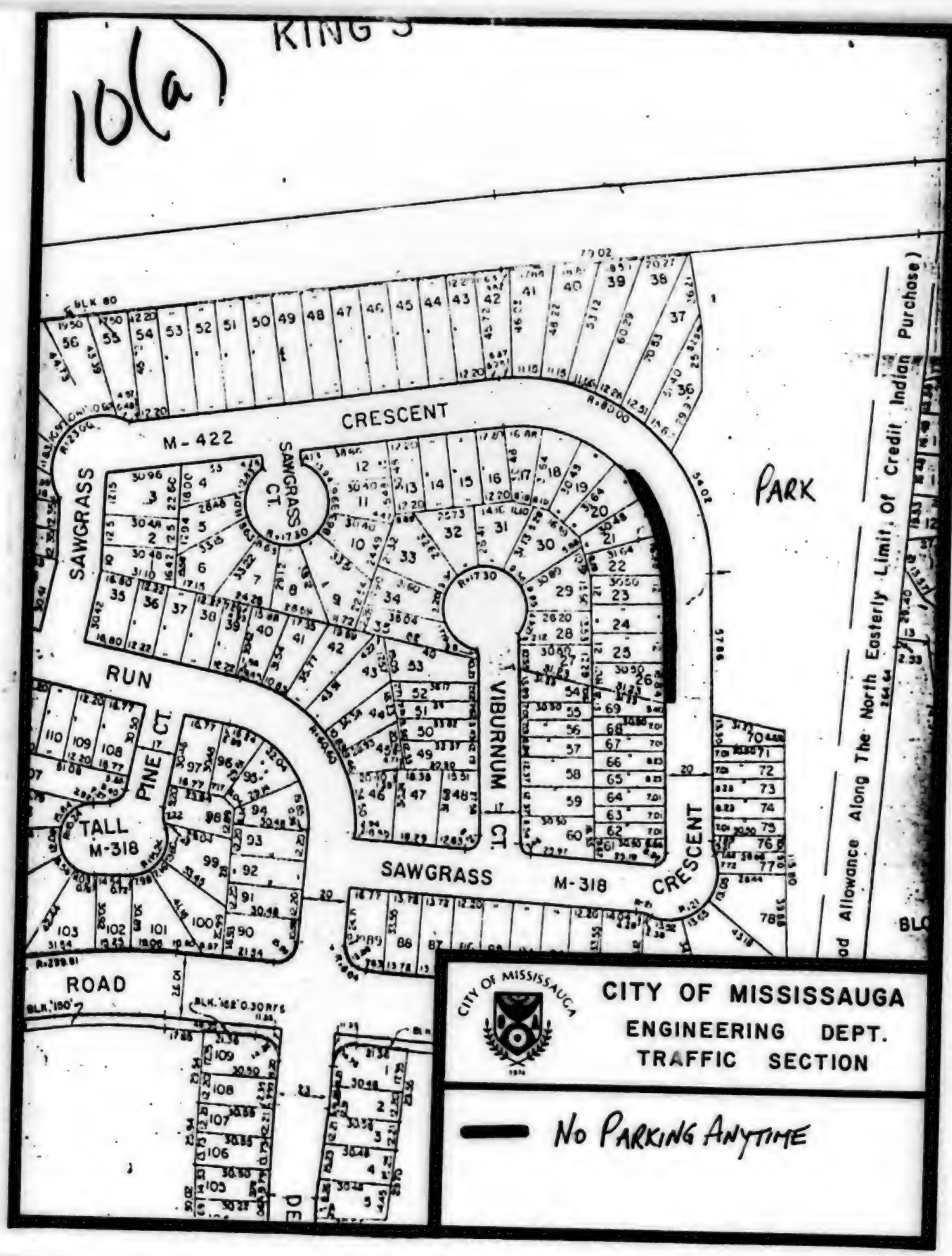
2. That a by-law be passed authorizing the installation of no parking anytime signs on the west side of Sawgrass Crescent opposite the parkland.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

/dab
0487E
Attach.

FORM 145

10(a)


KING'S
CRESCENT
M-422
SAWGRASS CT.
SAWGRASS
RUN
PINE CT.
TALL
M-318
VIBURNUM CT.
SAWGRASS
M-318
CRESCENT
PARK
ROAD
North Easterly Limit Of Credit Indian Purchase)
od Allowance Along The
CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION
No Parking Anytime

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00020

11

To: Chairman and Members of
Dept.: Operations and Works Committee.

From: William P. Taylor, P.Eng.,
Dept.: Engineering & Works Dept.

November 11, 1986.

OPERATIONS/WORKS NOV 2 6 1986

SUBJECT: Parking congestion at Silverthorn Ball Diamonds.

SOURCE: Councillor M. Prentice, Ward 3.

COMMENTS: Concerns from area residents have surfaced regarding on-street congestion as a result of users of the two ball diamonds parking on the streets around Silverthorn Public School at which the diamonds are located.

Parking prohibitions exist on parts of Cedar Creek Drive and Lexicon Drive, which border the school, however, they have proven inadequate in controlling on-street parking because of the time and day limitations. Current parking prohibitions are as follows:

9192
NOV 1 1986
F.06.04.02

CEDAR CREEK DRIVE:
8:00 a.m. - 6:00 p.m. Monday to Saturday

LEXICON DRIVE:
8:00 a.m. - 11:00 p.m. Monday to Saturday

These limits are inadequate as baseball games occur also on Sundays and after 6:00 p.m.

We therefore propose to amend the existing prohibitions by altering the times to 8:00 a.m. to 11:00 p.m. every day. The area of the prohibitions, in front of the school and diamonds, will remain in the same locations.

We feel that this will help the area residents by keeping the streets around the diamonds free from congestion. This new prohibition will also not hinder the patrons of the diamonds as we have been advised by the Recreation and Parks Department that adequate parking is available at the school.

.../2

11(a)

RECOMMENDATIONS:

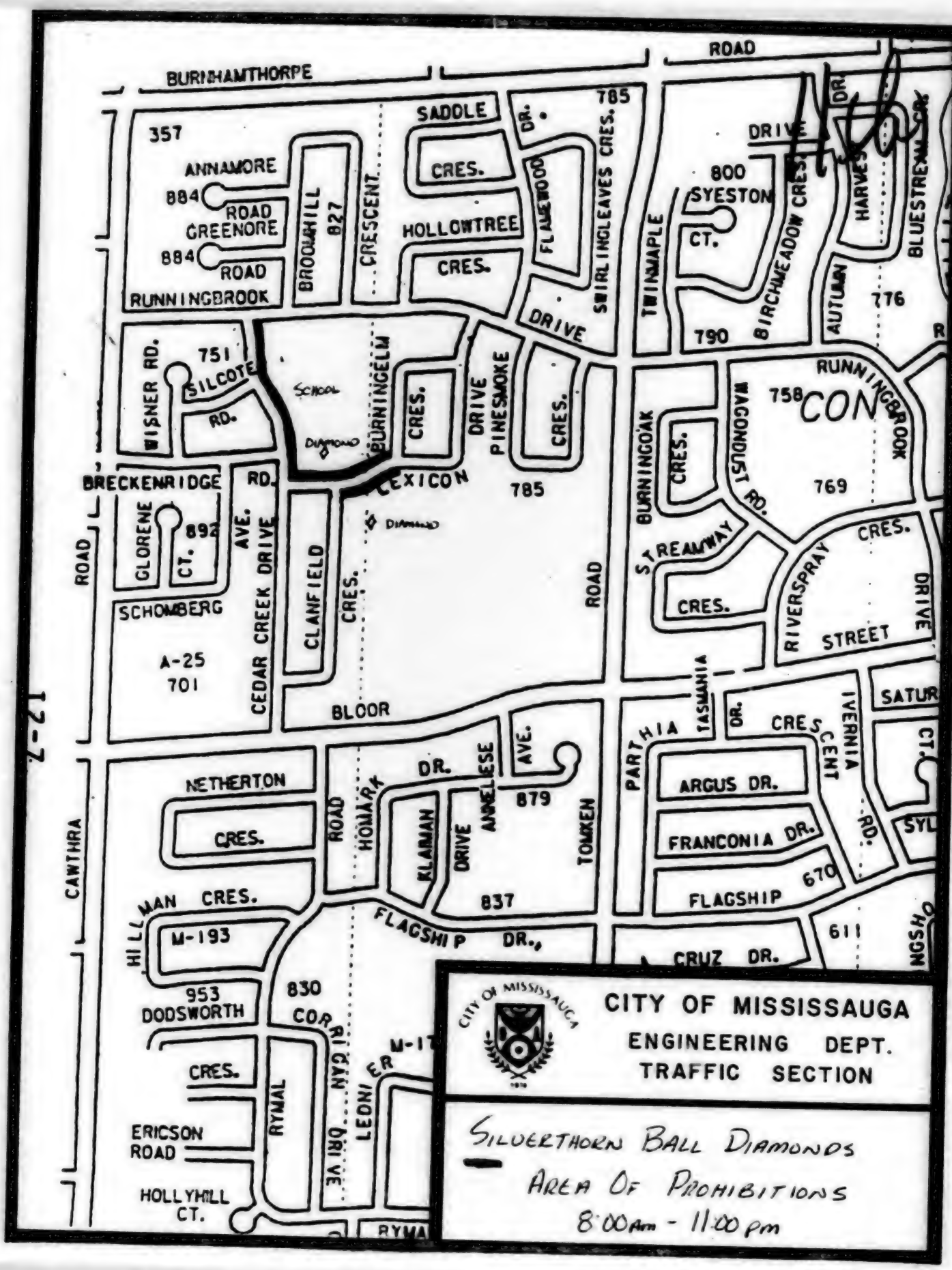
1. That a by-law be passed authorizing a parking prohibition on Cedar Creek Drive from Lexicon Drive to Runningbrook Drive, 8:00 a.m. - 11:00 p.m., east side.

2. That a by-law be passed authorizing a parking prohibition on Lexicon Drive from Cedar Creek Drive to Burningelm Crescent, 8:00 a.m. - 11:00 p.m., north side.

3. That a by-law be passed authorizing a parking prohibition on Lexicon Drive from Clanfield Crescent to Burningelm Crescent, 8:00 a.m. - 11:00 p.m., south side.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJF/dab
0487E
Attach.


BURNHAMTHORPE
ROAD
357
ANNAMORE
884
ROAD
GREENORE
884
ROAD
RUNNINGBROOK
BROOKHILL
827
CRESCENT
SADDLE
CRES.
HOLLOWTREE
CRES.
DR.
785
FLAGWOOD
SWIRLINGLEAVES CRES.
DRIVE
TWINMAPLE
DRIVE
800
SYESTON
CT.
BIRCHMEADOW CRES.
HARVEST
BLUESTREAM
AUTUMN
776
790
751
SILCOTE
RD.
WISNER RD.
SCHOOL
DIAMOND
BURNINGELM
CRES.
DRIVE
PINESMOKE
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RUNNINGBROOK
758
CON
BURNINGOAK
CRES.
MACONOUST RD.
769
STREAMWAY
CRES.
RIVERSPRAY
CRES.
DRIVE
STREET
BRECKENRIDGE
RD.
GLORENE
CT.
892
AVE.
SCHOMBERG
A-25
701
CEDAR CREEK DRIVE
CLANFIELD
CRES.
LEXICON
DIAMOND
ROAD
ROAD
BLOOR
TASMANIA
DR.
CRES
PARTHIA
IVERNIA
RD.
SATUR
CT.
NETHERTON
CRES.
ROAD
HOWARK
DR.
KLAMAN
DRIVE
ANNELIESE
AVE.
879
TOMKEN
ARGUS DR.
FRANCONIA DR.
FLAGSHIP
670
837
CAWTHRA
HILLMAN CRES.
M-193
FLAGSHIP DR.
CRUZ DR.
611
953
DODSWORTH
CRES.
830
CORRIGAN DRIVE
LEONIER
ERICSON
ROAD
RYMAL
HOLLYHILL
CT.
CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION
SILVERTHORN BALL DIAMONDS
AREA OF PROHIBITIONS
8:00Am - 11:00 pm

City of Mississauga

MEMORANDUM re Item 12

To Linda Mailer — From M. Virginia MacLean

Dept. Clerks — Dept. Legal

November 25, 1986

OPERATIONS/WORKS NOV 26 1986

RE: Handicapped Parking By-law
Our File: B-97

In confirmation of our telephone conversation I am attaching hereto a by-law which should go with the Report of November 6, 1986. The by-law which is there totally wipes out the existing handicapped parking by-law which has been known as 134-83. Because the amendments are minor and because we want to change paragraph 1 subsection 1 it is suggested that the attached by-law be enacted instead of the by-law which went with the original report.

This matter has been discussed with Angus McDonald.

per MVMcLean

M. Virginia MacLean
Director of Legal Services
MVM:mlk
Att.

FORM 145

CITY OF MISSISSAUGA

BY-LAW NUMBER_____

A by-law to amend By-law 134-83
a by-law to require the owners and operators of parking lots or other parking facilities to which the public has access to provide designated parking spaces for the sole use of vehicles operated by physically handicapped persons and to authorize the issuing of permits in respect of vehicles operated by or carrying handicapped persons

NOW THEREFORE the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. Paragraph 1 of Section 1 of By-law 134-83, as amended, is hereby repealed and the following substituted therefor:

1. "designated parking space" means a parking space identified by a sign in the form as set out in figure 1 to schedule 1 to this by-law or in such other form as may be approved by the Commissioner of Engineering and Works, indicating such space is to be for the sole use of vehicles operated by or conveying a physically handicapped person.

2. Section 2 of By-law 134-83, as amended, is hereby amended by deleting the words "the Commissioner of Building" in the first line and inserting therefor the words "Commissioner of Engineering and Works.

3. Section 10 of By-law 134-83, as amended, is hereby further amended by deleting the number "6" in the second line thereof and inserting the number "9".

ENACTED and PASSED this day of 1986.

MAYOR

CLERK

0033L/2L

City of Mississauga

MEMORANDUM

12

To MAYOR AND MEMBERS OF COUNCIL

From L. W. Stewart, Q. C.
City Solicitor

Dept.

Dept. A. McDonald, Acting
~~Commissioner of Building, Zoning & Licensing~~

9:06

F.06.01.02 6th November, 1986.

SUBJECT: Handicapped Parking

NOV 26 1986
OPERATIONS/WORKS

ORIGIN: Request for a Report No. 312-86

COMMENTS: By memo dated September 23rd, 1986, the Committee Co-ordinator requested the Acting Commissioner of Building, Zoning and Licensing to prepare a report in conjunction with the Legal Department regarding the handicapped parking By-law No. 134-83.

The matter specifically concerns a request to make it mandatory for owners of public parking areas to provide designated parking spaces in conformity with the provisions of the By-law.

A draft proposal was prepared by the Legal Department and submitted to the Acting Commissioner of Building under date September 26th, 1986, with regard to the subject matter together with suggestions to amend By-law 134-86.

In the interim the subject matter has been further considered and it is now recommended that a new by-law governing handicapped parking be prepared and By-law 134-83 be repealed. A copy of the proposed new handicapped parking by-law is enclosed herewith and the changes from By-law 134-83 are as follows:

1. The two preambles are modified to clarify the provisions of the Municipal Act which refer to handicapped parking.

2. In Clause 1, paragraph 1 the word "substantially" has been deleted from the second line thereof.

3. Clause 2 has been changed to refer to "the Commissioner of Engineering and Works".

4. Clause 10 has been amended to refer to Section 9 rather than Section 6.

5. A new clause has been added which refers to the repealing of By-law 134-83.

FORM 145

12(a)

I understand that originally it was considered that this should be a voluntary program for owners of public parking areas to set aside spaces and sign them for handicapped parking only. I understand further that the majority of public parking owners conformed to this requirement, but, that there are a certain number of owners who will not either provide handicapped parking areas or will not sign them. This causes a problem with regard to complaints to the By-law Enforcement Section.

The amendment to Section 10 provides for a penalty for failure to provide for and sign designated spaces for handicapped persons.

The deletion of the word "substantially" in Section 1, paragraph 1 is suggested because the By-law Enforcement Officers have had problems with regard to the type of signs identifying the "designated parking space".

The proposed new by-law will naturally have retroactive effect because it is a by-law prepared under the authority of the Municipal Act and cannot be construed in any way as being a by-law prepared under the authority of the Planning Act. It is considered practical to have one by-law governing handicapped parking rather than two by-laws.

RECOMMENDATION: That a new by-law controlling handicapped parking be passed by the Mayor and the Clerk and the corporate seal affixed thereto.

L. W. Stewart, Q. C.,
City Solicitor.

A. E. McDonald, Acting Commissioner
of Building Zoning & Licensing.

LWS/jalf
Encls.

12(b)1

CITY OF MISSISSAUGA

BY-LAW NUMBER_____

A by-law to require the owners or operators of parking lots or other parking facilities to which the public has access to provide designated parking spaces for the sole use of vehicles operated by physically handicapped persons and to authorize the issuing of permits in respect of vehicles operated by or carrying handicapped persons and to repeal By-law 134-83

WHEREAS Section 210 paragraph 150 of the Municipal Act R.S.O. 1980, c. 302, as amended, confers upon Council the power to pass by-laws for requiring the owners or operators of parking lots or other parking facilities to which the public has access, to provide designated parking spaces for the sole use of vehicles operated by or conveying a physically handicapped person and for prohibiting the uses of such spaces by other vehicles;

AND WHEREAS Section 210 paragraph 119 of the Municipal Act, R.S.O. 1980, c. 302, as amended, confers upon Council the power to pass by-laws providing for the issuing of permits in respect of vehicles that are operated by or that carry a physically handicapped person;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. In this by-law,

   1. "designated parking space" means a parking space identified by a sign in the same form as figure 1 to schedule 1 to this by-law indicating such space is to be for the sole use of vehicles operated by or conveying a physically handicapped person.
   2. "licence plate" means a disabled symbol licence plate issued by the Ministry of Transportation and Communications.
   3. "permit" means a permit issued under this by-law to a physically handicapped person or a permit issued under the terms of a similar by-law of another municipality in Ontario or any other jurisdiction.

12(2)

4. "public parking area" means a structure or open area other than a street or highway, used for the temporary parking of twenty (20) or more motor vehicles, to which the public has access, whether on payment of a fee or otherwise but does not include parking areas in land zoned residential.

5. "physically handicapped person" means a person who is permanently confined to a wheelchair or who is restricted to the permanent use of crutches or braces or who otherwise is permanently disabled in such a way that his mobility is seriously restricted.

6. "unauthorized vehicle" means a vehicle that does not have a permit or licence plate clearly visible from the exterior.

2. The Commissioner of Engineering and Works of the Municipality is hereby authorized to issue permits to physically handicapped persons and to revoke such permits where the holders are not physically handicapped persons or where they have been convicted of offences under this or a similar by-law.

3. Permits issued under this by-law are not transferable and no person, other than a physically handicapped person, shall acquire or use a permit.

4. No person shall use a permit other than in the manner provided for in this by-law.

5. A permit shall be used by displaying it,

   (a) affixed to the sun visor on the driver's side of the vehicle with the visor turned down; or

   (b) on the driver's side of the dashboard of the vehicle in such a manner than it is readily visible from outside the vehicle.

6. (1) Every owner or operator of a public parking area shall provide designated parking spaces in conformity with the provisions of this by-law for the use of vehicles with permits and special handicapped provincial plates.

12(d)

(2) The minimum number of designated parking spaces which must be provided shall be calculated in accordance with the following table:

NUMBER OF AUTOMOBILE PARKING SPACES	NUMBER OF DESIGNATED PARKING SPACES
0-19	nil
20 - 100	1 minimum
for each additional 100 or part thereof	1 minimum to a maximum of 25

(3) Notwithstanding the definition of public parking area set out in Section 1(4), every owner or operator of a public parking area associated with a hospital or medical centre or a clinic and having a minimum of ten parking spaces to which the public has access, shall provide designated parking spaces therein in accordance with the following table:

NUMBER OF AUTOMOBILE PARKING SPACES	NUMBER OF DESIGNATED PARKING SPACES
0-9	nil
10 - 30	1 minimum
31 - 60	2 minimum
61 - 100	3 minimum
for each additional 30 or part thereof	1 minimum to a maximum of 12

7. Each designated parking space shall have a minimum perpendicular width of not less than 3.66 metres (12 feet) and shall be located as close as practical to the principal entrance or entrances of the building appurtenant to the parking lot or parking facility.

8. No fee shall be charged for the use of a designated parking space in excess of that fee charged to other members of the general public in respect to the abutting non-designated parking spaces.

9. (a) Any person who parks or leaves an unauthorized motor vehicle in a designated parking space, is guilty of an

12(e)

offence and on conviction thereof is liable to a fine of not less than $25.00 and not more than $50.00 exclusive of costs.

(b) Notwithstanding subsection (a), any person may upon presentation of a Notice of Violation issued for an alleged offence under Section 6 of this by-law, pay out of Court within 14 days, exclusive of Saturdays, Sundays and holidays, from the date of issue of the said Notice of Violation, the sum of $25.00 and upon payment being made no further proceedings shall be taken under this by-law in respect of the offence alleged in the Notice of Violation. If payment is not made in accordance with the procedures set out in subsection (b) the fine provided for in subsection (a) shall be recoverable pursuant to the Provincial Offences Act.

10. Any person who contravenes any of the provisions of this by-law other than Section 9 thereof is guilty of an offence, and on conviction thereof is liable to a fine of not more than $2,000.00 exclusive of costs for each offence.

11. That By-law Number 134-83 is hereby repealed.

12. This by-law shall be known as the "Handicapped Parking By-law".

ENACTED AND PASSED this day of , 1986.

MAYOR

CLERK

0033L/2L

Appro
City So
Mississ
RWS
DATE 6 May 86

FORM 4

City of Mississauga

MEMORANDUM

12

To: Chairman and Members of the Operations and Works Committee

From: A. E. McDonald, P. Eng.
Dept. Building, Zoning & Licensing

Eng. Files: 11 211 00118
11 141 00045

November 17, 1986

OPERATIONS/WORKS NOV 2 6 1986

SUBJECT: Noise Attenuation Fences

ORIGIN: Building Department By-law 397-78 as amended.

COMMENTS: At present the Fence By-law 397-78 as amended restricts the height of a fence to a maximum of two metres (6'7") above effective ground level. There are many noise attenuation fences which are being constructed pursuant to Servicing Agreements, Local Improvements, or Site Plan Agreements, which are in excess of this height.

9191
NOV 17 1986
L.05.01

As Committee is aware, the height of a noise attenuation fence is based on technical calculations and is obviously dependent upon the noise source and would greatly differ with a residential dwelling abutting an arterial roadway compared to an M.T.C. Freeway or C.P.R/C.N.R. railway line. It is, therefore, reasonable that an amendment be made to the Fence By-law to exempt noise attenuation fences as the two metre (6'7") limit is not applicable.

The applicable amendment to the Fence By-law has been prepared to give effect to the foregoing.

RECOMMENDATION: That the report dated November 17, 1986, from A. E. McDonald, Acting Building Commissioner, be approved and the attached By-law amending By-law 397-78 as amended be approved.

A. E. McDonald, P. Eng.
Acting Building Commissioner

c.c. G. Burch

AEM:dbw
0360E/51E

FORM 145

City of Mississauga

MEMORANDUM

14

To Operation and Works Committee

Dept.

From A.E. McDonald, P. Eng.
Acting Commissioner

Dept. Building, Zoning & Licensing

9197

NOV 2 6 1986

OPERATIONS/WORKS

L.07.01.02 November 10, 1986

SUBJECT: Appointment of Building Officials.

ORIGIN: Staff

COMMENTS: It is appropriate at this time to amend City of Mississauga By-law #115-76, as amended, which is a By-law to provide for the appointment of Building Officials for the purpose of enforcing the Ontario Building Code Act. The attached amending By-law is required to reflect staff changes within the Building Department.

RECOMMENDATION: That the report dated August 14, 1986 from A.E. McDonald, P. Eng., Acting Commissioner of Building, Zoning & Licensing, and the attached By-law for the Appointment of Building Officials, for the purpose of enforcing the Ontario Building Code Act, be approved.

A.E. McDonald, P. Eng.
Acting Commissioner
Building, Zoning & Licensing

AEMcD/bj

Attachment

FORM 145

15

City of Mississauga

MEMORANDUM

To OPERATION AND WORKS COMMITTEE — From Terence L. Julian

Dept. — Dept. City Clerk

November 11, 1986

LADIES AND GENTLEMEN:

OPERATIONS/WORKS NOV 26 1986

SUBJECT: Lease Agreement from Canadian Pacific Limited (Marathon Realty)
File: E.04.03.02.03

ORIGIN: Request of the Streetsville Business Improvement Area for more parking in the area.

COMMENTS: The City had previously negotiated a lease agreement with Canadian Pacific Limited (Marathon Realty) for the parcel of land at Broadway and Thomas Streets for parking purposes for the Streetsville Business Improvement Area at an annual rent of $972.00. Marathon Realty advised the City that the rent was increased from $972.00 to $1,524.00 per annum. As a result of this increase, Council, on November 1, 1982, passed Resolution #727 stating this this lease agreement not be renewed.

The Clerk's Department is now in receipt of a lease agreement from Canadian Pacific Limited (Marathon Realty) for the same lands at a rent of $100. per annum for a term of 5 years. The Engineering and Works Department is agreeable to the terms and conditions of this agreement.

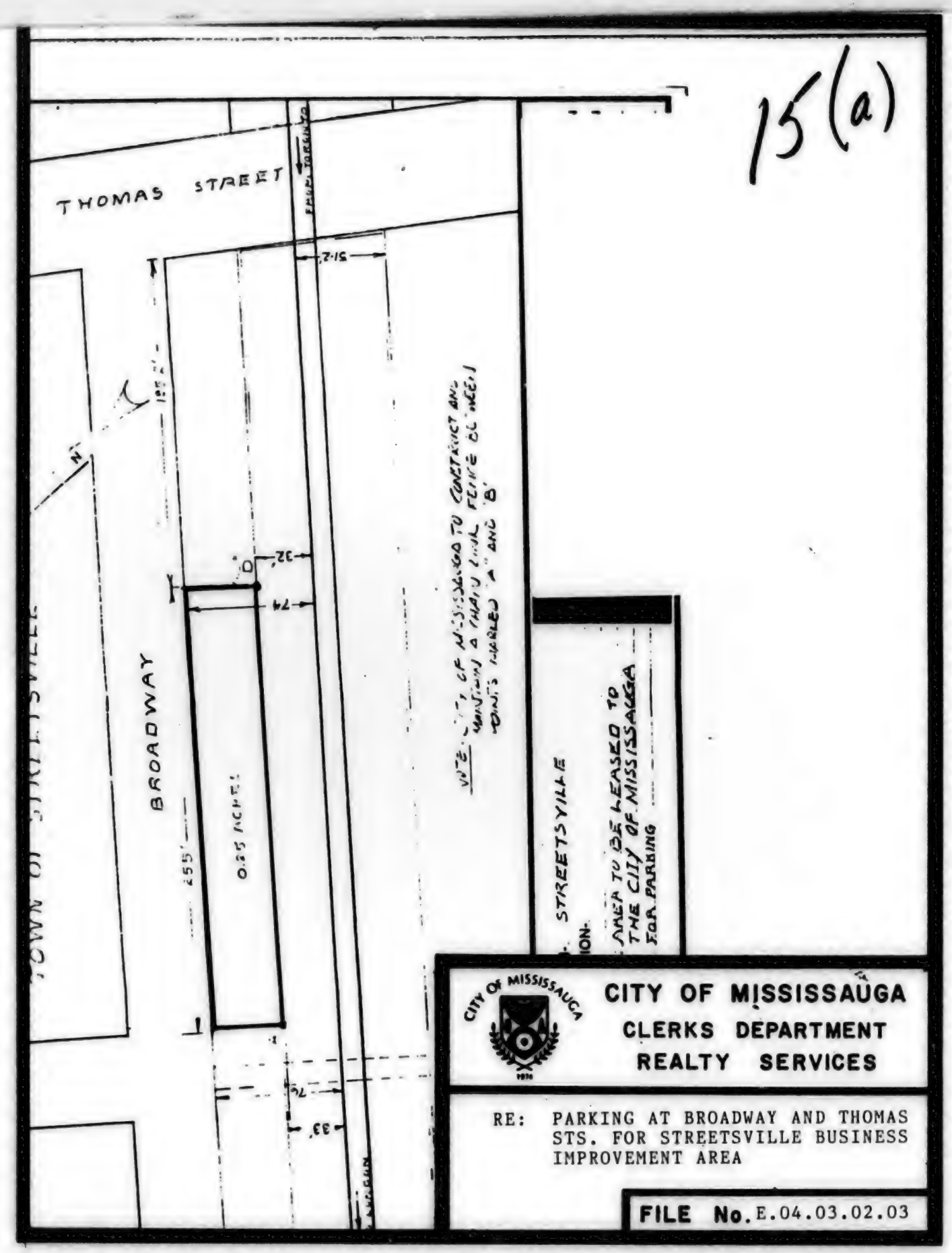
RECOMMENDATION: That a by-law be enacted authorizing the execution of the Lease Agreement between Canadian Pacific Limited (Marathon Realty) and the City of Mississauga for the parcel of land containing an area of 10,965 square feet, more or less, as shown on the plan attached to the lease agreement at a rental of $100.00 per annum.

Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

RKJ/lmc
2144C/86C

FORM 145

15(a)


THOMAS STREET
BROADWAY
455'
0.25 ACRES
STREETSVILLE
AREA TO BE LEASED TO THE CITY OF MISSISSAUGA FOR PARKING
CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES
RE: PARKING AT BROADWAY AND THOMAS STS. FOR STREETSVILLE BUSINESS IMPROVEMENT AREA
FILE No. E.04.03.02.03

City of Mississauga

MEMORANDUM

16

To OPERATIONS AND WORKS COMMITTEE

From Terence L. Julian

Dept.

Dept. City Clerk

November 11, 1986

NOV 26 1986

OPERATIONS/WORKS

LADIES AND GENTLEMEN:

SUBJECT: Streetsville Works Yard Lease from Marathon Realty
File: E.04.03.02.02

COMMENTS: In order to expand the Streetsville Works Yard, the Property Section was directed to lease approximately 0.358 acres, more or less, from Marathon Realty for a period of 5 years at an annual rental of $2,184. to be increased at a rate of 6% per annum for each ensuing year.

The Engineering Department has reviewed the lease and are in agreement with the terms and conditions.

RECOMMENDATIPN That a by-law be enacted authorizing execution of the lease agreement between Marathon Realty Company Limited and the City of Mississauga for 0.358 acres in connection with the Streetsville Works Yard.

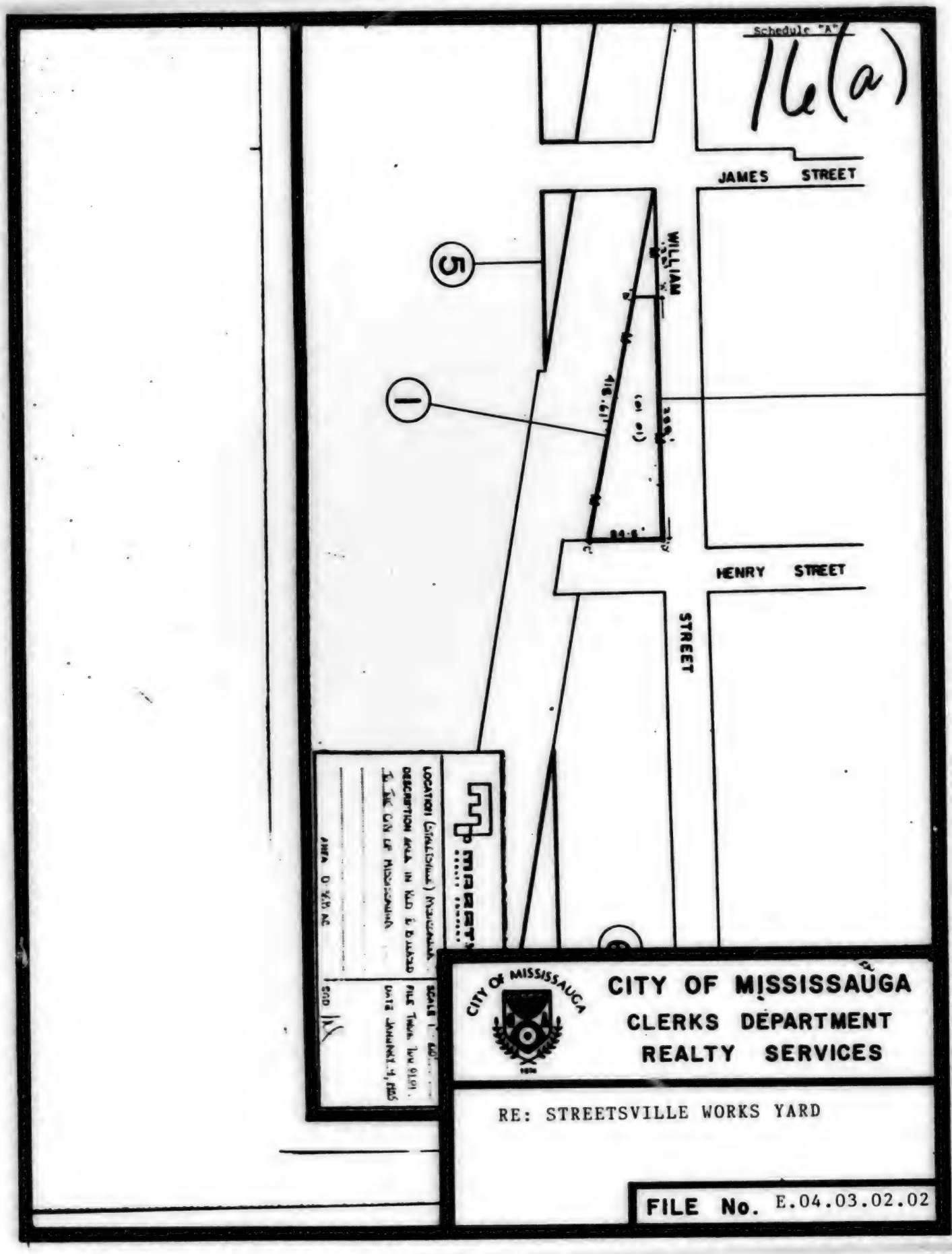
Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

RKJ/lmc
2114C/86C

FORM 145

Schedule "A"

16(a)



City of Mississauga

MEMORANDUM

#17

To Operations and Works Committee

From Terence L. Julian

Dept.

Dept. City Clerk

November 13, 1986.

NOV 2 6 1986

OPERATIONS/WORKS

LADIES AND GENTLEMEN:

SUBJECT: Request to Amend Easement registered as Instrument 422447 affecting Block 28, Registered Plan 43M-475, by Agreement dated September 4, 1986, submitted by Pancor Industries Limited, File: B.06.475.02.

ORIGIN: Letter from the Regional Municipality of Peel of November 4, 1986.

COMMENTS: Pancor Industries Limited purchased all of Block 28 on Registered Plan 43M-475 which is subject to a Transfer of Easement, jointly in favor of the City of Mississauga and the Regional Municipality of Peel, registered March 25, 1983 as Instrument No. 422447 specifically the lands set out as THIRDLY therein.

Pancor Industries Limited has requested that the easement be amended by Agreement dated September 4, 1986 incorporating an additional condition in connection with the reinstatement of the lands pursuant to works undertaken by the City and Region of Peel.

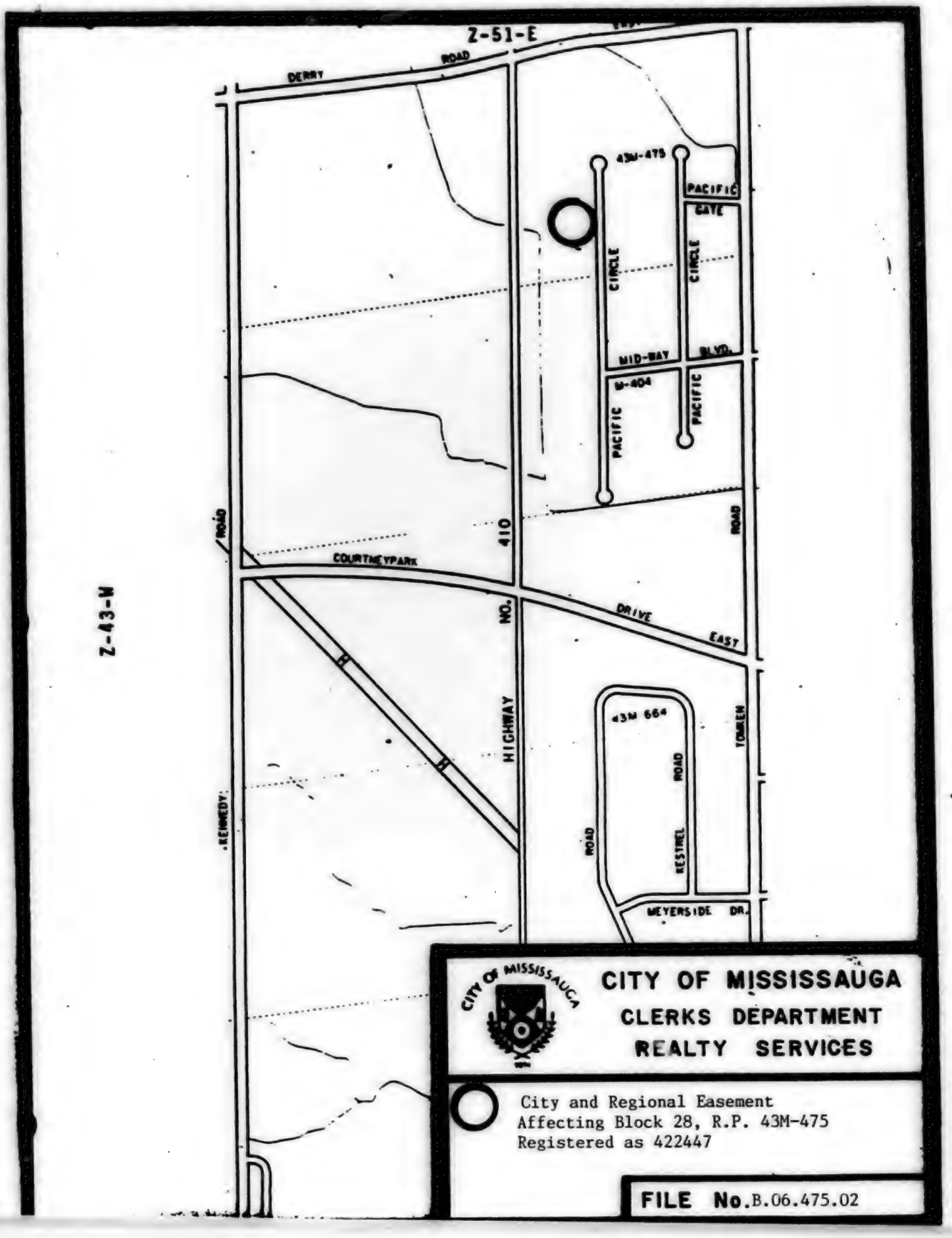
The Agreement has been reviewed by the City's Engineering Department and found acceptable.

RECOMMENDATIONS: That a By-Law be enacted authorizing execution of an Agreement dated September 4, 1986, submitted by Pancor Industries Limited amending a Transfer of Easement Registered March 25, 1983 as Instrument 422447 (THIRDLY) in favor of The City of Mississauga and The Regional Municipality of Peel.

Terence L. Julian
City Clerk A.M.C.T., C.M.C.

PJS/cl

FORM 145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ROAD
43M-475
PACIFIC
GATE
CIRCLE
CIRCLE
MID-WAY
BLVD.
PACIFIC
E-404
PACIFIC
ROAD
410
ROAD
COURTNEYPARK
DRIVE
EAST
NO.
Z-43-W
HIGHWAY
43M 664
TOMKEN
ROAD
KESTREL
ROAD
MEYERSIDE DR.
KENNEDY
CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES
City and Regional Easement
Affecting Block 28, R.P. 43M-475
Registered as 422447
FILE No. B.06.475.02

City of Mississauga

MEMORANDUM

#18

To Operations and Works Committee

From Terence L. Julian

Dept.

Dept. City Clerk

November 14, 1986.

NOV 26 1986

OPERATIONS/WORKS

LADIES AND GENTLEMEN:

SUBJECT: Re: Conveyance of Blocks 135 and 136 on R.P. 43M-517 to Dell Holdings Limited, File: B.06.517.02.

ORIGIN: Schedule "B" Servicing Agreement for R.P. 43M-517.

COMMENTS: Blocks 135 and 136 on R.P. 43M-517 were conveyed to the City by Dell Holdings Limited by Instrument No. 471242 registered November 22, 1983.

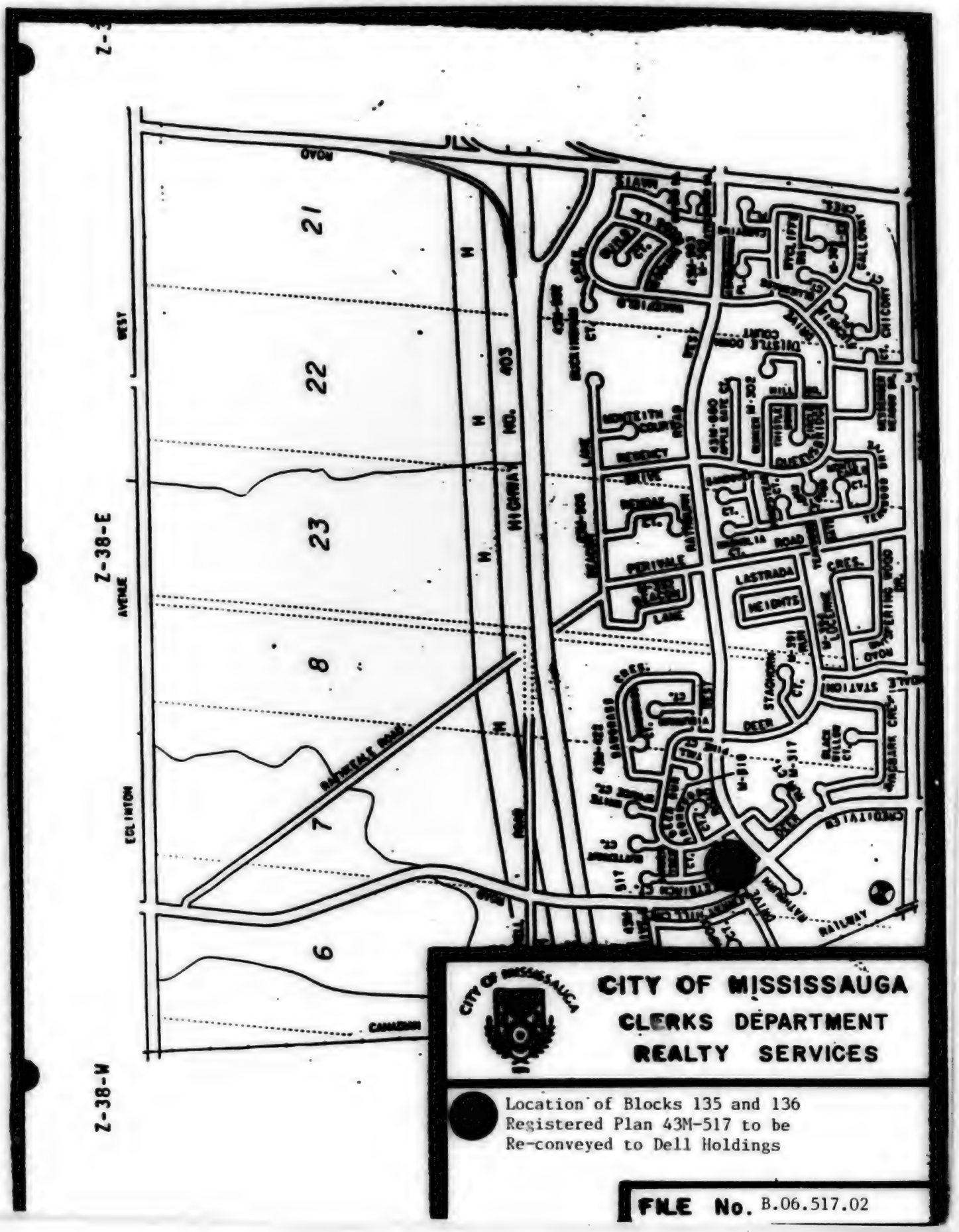
Pursuant to the Servicing Agreement for Registered Plan 43M-517 specifically Schedule "B", Item 4, sub-section C and D, Blocks 135 and 136 were conveyed to the Municipality conditional that they would be deeded back to the Developer (Dell Holdings Limited) when combined with adjacent lands being Blocks 147 (adjoining Block 136) and Blocks 148 (adjoining Block 135) on Registered Plan M-318 for ultimate development. Confirmation has been received by Dell Holdings that they have acquired Blocks 147 and 148 on Registered Plan M-318 which was substantiated by the Citys Legal Department.

RECOMMENDATION: That a By-Law be enacted authorizing execution of a Transfer of Land to Dell Holdings Limited of Blocks 135 and 136, Registered Plan 43M-517 pursuant to Schedule "B" of the Servicing Agreement for Registered Plan 43M-517.

Terence L. Julian
City Clerk A.M.C.T., C.M.C

PJS/cl

FORM 145


Z-38-E
Z-38-W
WEST AVENUE
HIGHWAY NO. 403
ECLINTON
21
22
23
8
7
6
CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES
Location of Blocks 135 and 136
Registered Plan 43M-517 to be
Re-conveyed to Dell Holdings
FILE No. B.06.517.02

City of Mississauga

MEMORANDUM

#14

To Operations and Works Committee

From Terence L. Julian

Dept.

Dept. City Clerk

November 12, 1986.

LADIES AND GENTLEMEN:

OPERATIONS/WORKS NOV 26 1986

SUBJECT: Sale of City owned surplus lands, closed out part of Chinook Drive (Malton District) on Registered Plan 578 by By-Law 34-86 Registered on 74277, File: E.02.02.02.07.

ORIGIN: Offer to Purchase dated November 6, 1986 submitted by Mr. and Mrs. M. Beauvais.

COMMENTS: A portion of Chinook Drive, south of Bonaventure Drive (R.P. 578), being approximately 20 m (66 Ft.) x 38 m (125 Ft.) having an area of approximately 760 sq. m. (8,180 Ft.) was designated surplus to Municipal requirements and closed by By-Law 34-86 registered on 74277.

An appraisal was prepared by the Clerk's Department which estimates the current market value of the property at $40,000.00 as a detached residential building lot. Prior to disposal on the open market, The Municipal Act permits the adjoining owners to purchase one half of the former road allowance abutting their lands.

Morris and Shirley Beauvais, the owners, Lot 71 on Registered Plan 578, located on the east limit of closed out Chinook Drive have exercised their right to purchase for $20,000.00 one half of the former road allowance in support of which they have submitted an Offer to Purchase, dated November 6, 1986.

RECOMMENDATION: That a By-Law be passed authorizing execution and acceptance of an Offer to Purchase one half of the closed out portion of Chinook Drive by By-Law 34-86 on Registered Plan 578 abutting the Beauvois property described as Lot 71, Registered Plan 578.

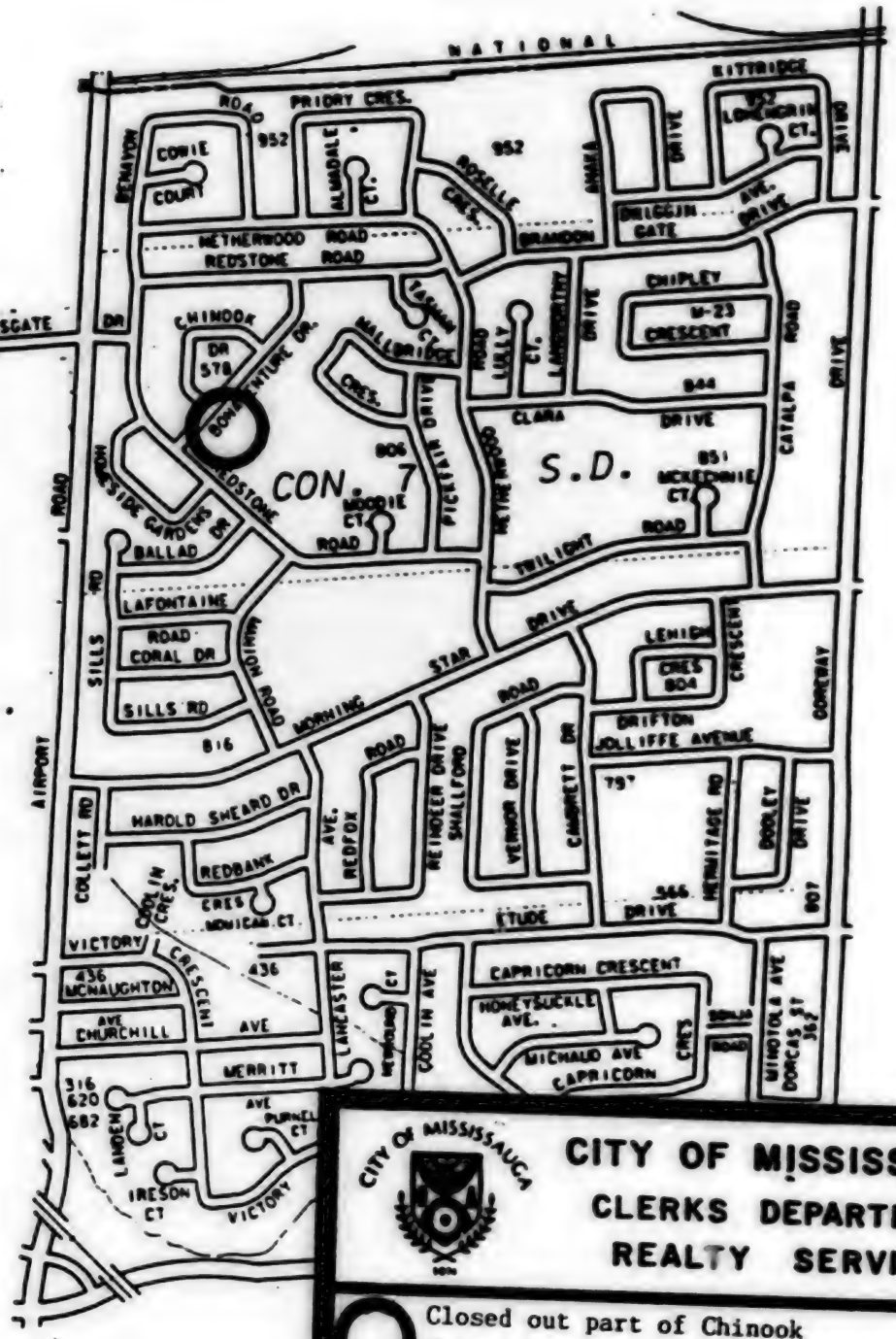
PJS/cl

Terence L. Julian,
City Clerk A.M.C.T., C.M.C.

FORM 145

CITY OF BRAMPTON

Z-49-E



CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES

Closed out part of Chinook Drive, South of Bonaventure Drive by By-Law 34-86 Registered as 74277

FILE No. E.02.02.02.07

CITY OF MISSISSAUGA

M I N U T E S

MEETING SIXTEEN EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, NOVEMBER 26, 1986, 9:10 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT:
Councillor P. Mullin
Councillor L. Taylor
Councillor D. Culham
Councillor D. Cook (Chairman)
Councillor T. Southorn
Mayor H. McCallion (Ex-officio)

MEMBERS ABSENT: Councillor H. Kennedy

OTHERS PRESENT: Councillor M. Prentice

STAFF PRESENT:
Mr. D.A. Lychak, City Manager
Mr. A. McDonald, Acting Commissioner of Engineering and Works
Mr. M. Navabi, Acting Commissioner of Building/Zoning/Licensing
Mr. J. Anderson, Legal Department
Ms. L. Mailer, Committee Coordinator

MATTERS CONSIDERED:

1. Report dated November 20, 1986, from the Acting City Manager in response to a resolution of Oakville Town Council requesting Mississauga's cooperation in joining Oakville in a petition to the Provincial Government for the re-establishment of Driving Test Centres.

The Town of Oakville has experienced numerous difficulties due to the Province's decision to close these Centres in Mississauga and Toronto. These Driving Test Centres in Mississauga and Toronto were closed and consolidated in Brampton.

Staff contacted the Town of Oakville to ascertain their problems and were advised that people from Mississauga and Toronto are now going to Oakville's Driving Test Centre. It was indicated that 70% of the users are not from Oakville. As a result of the influx from other areas, the Town is experiencing adverse impact on residential streets around the overloaded test centre.

Given this situation in Oakville and the very heavy usage and delays at the Brampton site it is appropriate that actions to alleviate these problems should be initiated. It would be appropriate to have a well located driver test centre and licensing office to serve the rapidly expanding population of the City of Mississauga.

(a) That the Town of Oakville be advised that the City of Mississauga supports a petition to the Province of Ontario for the re-establishment of a Driving Test Centre in Mississauga.

(b) That the Minister of Transportation and Communications be advised that the City of Mississauga supports the Town of Oakville in its petition to have a Driving Test Centre re-established in Mississauga.

Councillor Prentice inquired why the test centre was closed in Mississauga in the first place and requested that Staff when corresponding with the Ministry obtain a reply to this question.

A.02.03.02.01

Approved
See Recommendation OW-448-86 (L. Taylor)

2. Report dated November 20, 1986, from the Commissioner of Engineering & Works and Director of Public Affairs regarding directional signage for Emergency Services in Mississauga. Staff reviewed the issues related to directional signage for emergency services with representatives of the Peel Regional Police, Mississauga Fire Department, Ambulance Services and the Engineering and Works Department serving the City of Mississauga.

The issues were specifically related to house numbering, intersection numbering, street names, City maps and street guides, and directional signage at apartment and townhouse complexes. Each of the issues were examined and the status and recommendation are outlined below:

(a) House Numbering - Discussions revealed that emergency service personnel are familiar with the grid system within the City of Mississauga for locating emergency locations. However it was agreed that homeowners/businesses should be reminded of the importance of municipal numbers being clearly displayed.

(b) Street Names - Duplication of street names, within the City of Mississauga, and within the Region of Peel, has been identified as a concern by emergency service personnel. Also, names or words that are difficult to pronounce and/or spell are often confusing at the time of an emergency. These points have been identified as a source of major concern by the City's emergency services. The existing policy of reviewing all proposed street names through the Operations and Works Committee should be continued to ensure this concern is addressed.

(c) Intersection Numbering - The Engineering Department is currently conducting a street numbering program for selected intersections in Mississauga. A priority for arterial and advance street name signs to City standard, was recognized, and further street numbering at specified intersections will follow. Emergency service personnel support this program and would like to see it expanded.

(d) Updating and Distribution of City Maps and Street Guides - The Engineering Department currently produces a street guide on an annual basis. In addition, construction site plans and maps for new subdivisions are distributed as soon as possible to all emergency services.

(e) Apartment and Townhouse Complexes - Emergency service personnel has indicated that directional signs within apartment buildings and townhouse complexes would help them to locate emergency sites more quickly. City staff agree this is a concern and that multi-unit complexes should be encouraged at the Site Plan Approval stage to erect directional signs and maps at the entrances to the complexes.

RECOMMENDATION:

(a) That Public Affairs produce 100,000 brochures (sample attached) stressing the importance of clearly displaying municipal street numbers and distribute this brochure through Ratepayers Associations, the Welcome Wagon program, and through all information centres in the City. In addition, the copy from the brochure will be used as a public notice on the City news page of the Mississauga News, as well as part of the next door-to-door public awareness campaign.

(b) That all new or revised street names continue to be submitted to the Operations and Works Committee for consideration in order to eliminate existing duplicated or difficult to pronounce street names.

(c) That the Engineering and Works Department continue the intersection numbering program at identified intersections, with a higher priority subject to budget and manpower availability.

(d) That all multi-unit complexes be encouraged at Site Plan Approval to erect directional signs and maps at the entrances of the complexes to meet the requirements of emergency service personnel.

Councillor Taylor expressed concern with duplicate names such as in Prince George Court and Prince George Avenue.

In response Staff advised that this is not permitted in the new plans of subdivision.

Councillor Taylor also inquired as to the feasibility of placing house numbers on the rear face of the property so that if someone notices an emergency looking out to the rear of their property they would be able to provide the emergency service with the street number as opposed to a vague location behind their property.

Mr. McDonald felt that it would be difficult to identify house numbers placed on the rear of properties a few doors away looking out someone's window.

Councillor Cook expressed frustration in trying to identify street names at intersections due to the location of the street name signs.

Councillor Southorn noted that it is often difficult to find a property because the colour of the house numbers do not constrast sufficiently with the house. Mr. McDonald advised that the City has a by-law dealing with house numbers but it does not address colour. Mr. Lychak advised that Staff would review the by-law to determine if this issue could be addressed.

A.01.11.01

Approved
See Recommendation OW-449-86 (D. Culham)

(Mayor H. McCallion declared a conflict of interest with respect to Item 3 by virtue of joint ownership with her Husband of the property municipally known as 1560 Britannia Road West which is their place of residence and refrained from discussing and voting on this item.)

3. Report dated October 21, 1986, from the Commissioner of Engineering & Works in response to a request by Century Homes to amend Schedule C of the Servicing Agreement to permit the construction of 35 model homes within Plan 43M-711 and to increase the number of model homes from the permitted 17 to 35 in Plan 43M-712.

The Department has been unsuccessful in contacting the builder to identify the requested lot numbers for model homes.

As various requirements for building permit applications have been cleared (Clause 20 in the Servicing Agreement) for Plans 43M-711 and 43M-712 and release of others are imminent it is recommended that additional Lots for model homes not be considered.

RECOMMENDATION:

That the builder, Century Homes, be advised that additional lots for model homes will not be considered in River Grove Phase I Subdivision, Plans 43M-711 and 43M-712 located south of Britannia Road West and west of Creditview Road.

B.06.711.02

Approved
See Recommendation OW-450-86 (L. Taylor)

4. Report dated November 11, 1986, from the Commissioner of Engineering & Works regarding a Flood and ERosion Control Study on the Little Etobicoke Creek. In discussion with the M.T.R.C.A. it has been agreed that a flood and erosion control study of the Little Etobicoke Creek from Eglinton Avenue to the confluence with the Etobicoke Creek, should be completed to determine the required remedial works.

Two areas along the creek have been experiencing recurring surface flooding those being at the Tyndall Nursing Home on the south side of Eglinton Avenue and the Brick Warehouse immediately north of Dundas Street. In addition, extensive bank erosion is occurring from Burnhamthorpe Road to Dundas Street.

The solution to these problems involve floodproofing through berming and/or channelization and erosion control works between Eglinton Avenue and Dundas Street.

The M.T.R.C.A. have indicated that they will budget $100,000.00 in 1987 for floodproofing at the Tyndall Nursing Home, however, no funds are available to commence the study this year nor for the overall study of the creek. Cost sharing of the $100,000.00 would be under the normal subsidy arrangement of 55% M.T.R.C.A. and 45% City.

The Engineering and Works Department have budgeted $300,000.00 for channel improvements on the Little Etobicoke Creek from Eglinton Avenue southerly to Highway 403 in the tentative 1987 Capital Budget. These works are intended to eliminate the flooding of the Tyndall Nursing Home parking lot as well as to allow adjacent lands to develop. It is anticipated that the lands required for the channelization works will be deeded gratuitously to the City in the most part.

The proposed study should be commenced as early as is reasonably possible in order that the works can hopefully by carried out sometime in 1987 and it is recommended that a Consultant be retained by the City to carry out a Flood and Erosion Control Study at the City's cost from Eglinton Avenue to the confluence of the Etobicoke Creek. This study will involve the M.T.R.C.A.

The M.T.R.C.A. have indicated that their funding would be utilized under separate agreement toward the design and construction works at the Tyndall Nursing Home provided the works meet their approval and are carried out by authority staff.

The extent of the Tyndall Nursing Home and the Brick's participation will be determined upon defining the nature and benefit of the floodproofing works to be constructed.

RECOMMENDATION:

(a) That the services of a consulting engineer acceptable to the City and the Metropolitan and Toronto Conservation Authority be retained to conduct a flood and erosion control study of the Little Etobicoke Creek from Eglinton Avenue to its confluence with the Etobicoke Creek (Funds in the amount of $60,000 for the study to be taken from the Storm Sewer Oversizing Account No. P.N.85-903).

(b) That the Metropolitan and Toronto Conservation Authority be requested to confirm the extent of its participation in this project.

(c) That upon completion of the study when the estimated total cost is known that a further report be prepared for Council on the cost sharing between the City, Metropolitan and Toronto Conservation Authority and any other participants.

J.05.86035

Approved
See Recommendation OW-451-86 (L. Taylor)

5. Report dated November 6, 1986, from the Commissioner of Engineering & Works with respect to Erosion Control Works on Applewood Creek.High stream flows in August and September have aggravated a bank erosion problem on the Applewood Creek at 1064 Dixie Road resulting in the resident's request for assistance.

Staff of the C.V.C.A. and the City have reviewed the erosion and agree that erosion control works should be undertaken to arrest the erosion and eliminate a hazard. The C.V.C.A. has agreed to finance the project in 1986 and be responsible for 55% of the total cost of $7,000.00, provided that the City bears the remainder of $3,150.00. In addition, it is proposed that the work be undertaken this year by the City on the provision that the resident agrees to dedicate to the City, a permanent easement over the works. Funds are available in the Watercourse Maintenance Account.

RECOMMENDATION:

That the Credit Valley Conservation Authority be advised that the City of Mississauga agrees to bear 45% of the total cost of $7,000.00 for erosion control works at 1064 Dixie Road provided that the residents, Mr. & Mrs. E. Herron agree to dedicate a permanent easement for the maintenance of the work and the resident be so advised (funds in the amount of $3,150.00 to be allocated from the Works Watercourse Maintenance Account 08319-05-9604-0100).

A.02.05.03.01

RECOMMEND ADOPTION

In response to a question from Councillor Mullin, Mr. McDonald advised that the Works Watercourse Maintenance Account is in the Current Budget to cover cleanup of creeks.

Councillor Mullin pointed out that the City is spending a great deal of money on its Lake Front Parks but there are no funds from the Conservation or the Province to deal with the erosion problems especially at Jack Darling and Watersedge Parks. Councillor Mullin inquired how this problem could be addressed. Mr. McDonald advised that throught the Credit Valley Conservation Authority the City should request this to be reviewed.

Councillor Mullin recommended that Staff coordinate a report with the Authoirty on erosion problems on City owned Lakefront properties. This motion was voted on and carried.

A.02.05.03.01

Amended
See Recommendation OW-452-86 (L. Taylor)

6. Report dated November 4, 1986, from the Commissioner of Engineering & Works in response to a request to waive Condition 8, Consulting Engineer, Part 1, Schedule C of the Servicing Agreement for the Heritage Hills Subdivision, Plan 43M-635, located south of Eglinton Avenue West and west of Hurontario Street which states that the consulting engineer will ensure by means of certification on the block grading plan that the proposed construction satisfies the following criteria:

"No access for Blocks 173, 174 and 175 shall be permitted from Eglinton Avenue".

The site plan applicant has provided a site plan indicating a proposed right in/right out access to Eglinton Avenue West and the Traffic Section has recommended approval of this access subject to:

(a) The applicant pays for the construction of a centre median island on Eglinton Avenue West between Heritage Hills Boulevard and a point to the west of the proposed access;
(b) The centre median island would extend approximately 40 metres to the west of the access and would be constructed at the time Eglinton Avenue West is reconstructed from its existing two lanes to four lanes;
(c) The proposed access point should be made 7.5 metres at the street line as opposed to the 6.0 metres shown on the site plan.

RECOMMENDATION:

That notwithstanding the requirements of the Servicing Agreement for the Heritage Hills Subdivision, Plan 43M-635, that Condition 8, Consulting Engineer, Part 1 of Schedule C, be waived with respect to Block 174 subject to the following conditions:

(a) The applicant paying for the construction of a centre median island on Eglinton Avenue West between Heritage Hills Boulevard and a point to the west of the proposed access;
(b) The centre median island extending approximately 40 metres to the west of the access and constructed at the time Eglinton Avenue West is reconstructed from its existing two lanes to four lanes;
(c) The proposed access point be made 7.5 metres at the street line as opposed to the 6.0 metres shown on the site plan.

B.06.635.02

Approved
See Recommendation OW-453-86 (L. Taylor)

7. Report dated October 20, 1986, from the Commissioner of Engineering & Works regarding the assumption of the municipal works for Tamar Mews Subdivision, Plan 43M-443, located north of Derry Road West and east of Winston Churchill Boulevard. The developer, Markborough Properties Limited, has complied with all the requirements of the Engineering Agreement for the installation of municipal services except for various minor above ground deficiencies in the amount of $1,304.00. The developer has provided the City with a cheque in this amount and the City subdivision repair contractor will correct these deficiencies in the 1987 construction season.

There are still some outstanding landscaping works remaining within this subdivision and an amount of $6,753.70 will be held back on the Letter of Credit until these works have been completed by the developer and the Recreation and Parks Department have issued a final acceptance certificate.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited under the terms of the Engineering Agreement for Tamar Mews Subdivision, Plan 43M-443 located north of Derry Road West and east of Winston Churchill Boulevard.

(b) That the City Treasurer be authorized to reduce the Letter of Credit (current value $84,148.04) to $6,753.70 and that on completion of the outstanding landscaping works by Markborough Properties Limited and the issuance of a final acceptance certificate by the Recreation and Parks Department, the City Treasurer be authorized to release the remaining amount.

(c) That a by-law be enacted establishing the road allowances within Plan 43M-443 as public highway and part of the municipal system of the City of Mississauga.

B.06.433.02

Approved
See Recommendation OW-454-86 (D. Culham)

8. Report dated November 4, 1986, from the Commissioner of Engineering & Works in response to the following resolution of Regional Council approved at its meeting held on September 11, 1986.

"That the Medical Officer of Health request the City of Mississauga as the owner of the spring outlet on Mississauga Road south of Dundas Street to construct a suitable drink at your own risk/information/warning sign;

And further, that the Region of Peel Health Department staff recommend an appropriate wording for the sign to the City of Mississauga;

And further, that the Medical Officer of Health continue to monitor the spring water and report to Council on any significant deterioration in water quality."

The Engineering Department has been in contact with the Region of Peel Health Department and has obtained an appropriate wording for the sign, as follows:

"THE MEDICAL OFFICER OF HEALTH ADVISES THAT PERSONS DRINKING THIS WATER DO SO AT THEIR OWN RISK."

The Engineering Department has no objection in the placement or wording of this sign and will erect such at an appropriate location.

RECOMMENDATION:

That the Engineering and Works Department manufacture and erect a warning sign at the spring, located on Mississauga Road, south of Dundas Street which states:

"THE MEDICAL OFFICER OF HEALTH ADVISES THAT PERSONS DRINKING THIS WATER DO SO AT THEIR OWN RISK."

A.02.04.01

Approved
See Recommendation OW-455-86 (L. Taylor)

9. Report dated November 14, 1986, from the Commissioner of Engineering & Works with respect to a petition from the residents of Longo Circle requesting that truck traffic be prohibited on Finch Avenue.

This section of Finch Avenue between Highway 427 and Steeles Avenue is under the jurisdiction of the Region of Peel and therefore this request should be referred to the Region for review and action.

RECOMMENDATION:

That the petition dated July 7, 1986, from the residents of Longo Circle concerning heavy truck traffic on Finch Avenue between Highway 427 and Steels Avenue be referred to the Region of Peel for review and action.

F.06.04.06

Approved
See Recommendation OW-456-86 (L.Taylor)

10. Report dated November 4, 1986, from the Commissioner of Engineering & Works regarding a request on behalf of the area neighbours, through Councillor Culham, requesting that the current parking restrictions on Sawgrass Crescent across from and adjacent to the park be revised. The residents have advised that the current no parking 8:00 a.m. - 9:00 p.m., Thursday to Sunday signs as originally requested are neither effective nor what the residents desire.

Engineering staff have spoken with Mrs. Woodford who requested that the signs adjacent to the park be removed, and the signs across from the park be changed to no parking anytime. This would allow park users to park on the roadway in front of the park, while keeping the residential frontage reasonably clear.

While the Department would support this request, Mrs. Woodford has been advised that during heavily used park times, there would still probably be some congestion in the general park area. She has acknowledged this point and indicated that the parking prohibition as requested is quite suitable.

Since the current prohibitions were installed in accordance with the general provisions of the by-law dealing with parking in the area of parkland, an amendment is not required for their removal.

RECOMMENDATION:

That the current No Parking 8:00 a.m. - 9:00 p.m, Thursday - Sunday signs on both sides of Sawgrass Crescent be removed and a by-law enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of no parking anytime signs on the west side of Sawgrass Crescent opposite the parkland.

Councillor Culham recommended that the matter be referred tohim to discuss with the area residents to make sure that the prohibition is agreeable since there has been some confusion in the area.

F.06.04.02

Amended
See Recommendation OW-457-86 (D. Culham)

11. Report dated November 11, 1986, from the Commissioner of Engineering & Works regarding concerns from area residents regarding on-street congestion as a result of users of the two ball diamonds parking on the streets around Silverthorn Public School at which the diamonds are located.

Parking prohibitions exist on parts of Cedar Creek Drive and Lexicon Drive, which border the school, however, they have proven inadequate in controlling on-street parking because of the time and day limitations. Current parking prohibitions are as follows:

CEDAR CREEK DRIVE:
8:00 a.m. - 6:00 p.m. Monday to Saturday

LEXICON DRIVE:
8:00 a.m. - 11:00 p.m. Monday to Saturday

These limits are inadequate as baseball games occur also on Sundays and after 6:00 p.m.

Therefore it is proposed that the existing prohibitions be altered to 8:00 a.m. to 11:00 p.m. every day. The area of the prohibitions, in front of the school and diamonds, will remain in the same locations.

This will help the area residents by keeping the streets around the diamonds free from congestion. This new prohibition will also not hinder the patrons of the diamonds as the Recreation and Parks Department advise that adequate parking is available at the school.

RECOMMENDATION:

(a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, authorizing a parking prohibition on Cedar Creek Drive from Lexicon Drive to Runningbrook Drive, 8:00 a.m. - 11:00 p.m., east side.

(b) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, authorizing a parking prohibition on Lexicon Drive from Cedar Creek Drive to Burningelm Crescent, 8:00 a.m. - 11:00 p.m., north side.

(c) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, authorizing a parking prohibition on Lexicon Drive from Clanfield Crescent to Burningelm Crescent, 8:00 a.m. - 11:00 p.m., south side.

F.06.04.02

Approved
See Recommendation OW-458-86 (L. Taylor)

12. Report dated November 6, 1986, from the City Solicitor and Acting Commissioner of Building regarding the Handicapped Parking By-law 134-83. The matter specifically concerns a request to make it mandatory for owners of public parking areas to provide designated parking spaces in conformity with the provisions of the By-law.

A new by-law governing handicapped parking has been prepared and the charges area as follows:

1. The two preambles are modified to clarify the provisions of the Municipal Act which refer to handicapped parking;
2. In Clause 1, paragraph 1 the word "substantially" has been deleted from the second line;
3. Clause 2 has been changed to refer to "the Commissioner of Engineering and Works";
4. Clause 10 has been amended to refer to Section 9 rather than Section 6;
5. A new clause has been added which refers to the repealing of By-law 134-83.

It was originally considered that this should be a voluntary program for owners of public parking areas to set aside spaces and sign them for handicapped parking only. The majority of public parking owners conformed to this requirement, but there are a certain number of owners who will not either provide handicapped parking areas or will not sign them. This causes a problem with regard to complaints to the By-law Enforcement Section.

The amendment to Section 10 provides for a penalty for failure to provide for and sign designated spaces for handicapped persons.

The deletion of the word "substantially" in Section 1, paragraph 1 is suggested because the By-law Enforcement Officers have had problems with regard to the type of signs identifying the "designated parking space".

The proposed new by-law will naturally have retroactive effect because it is a by-law prepared under the authority of the Municipal Act and cannot be construed in any way as being a by-law prepared under the authority of the Planning Act. It is considered practical to have one by-law governing handicapped parking rather than two by-laws.

RECOMMENDATION:

That a by-law be enacted to control handicapped parking and to repeal By-law 134-83.

Councillor Taylor questioned the following table with respect to the minimum number of designated parking spaces required and how the standard was established:

Number of Parking Spaces	Number to be Designated
0- 19	0
20-100	1
for each additional 100	1 (maximum 25)

Staff advised that this had been established in reviewing by-laws of other municipalities. Parking lots which contain only 19 spaces are usually strip type plazas and the walking distance from any one spot to any one store would be fairly equal. Also, in these types of plazas the parking spots are dividied between the stores and it would be onerous to expect one of the stores to give up a spot.

Councillor Taylor recommended that the formula be reviewed and a report brought back for consideration.

Councillor Taylor also felt that the $25.00 fine for illegally parking in an handicapped spot was not a sufficient deterrent and recommended that the fine be increased to $50.00.

In discussion of the recommendation, as amended by Councillor Taylor, Committee Members felt that the formula was satisfactory in that the spots were being provided and this is what the handicapped desired. With respect to the increase in fine it seemed that the matter was really one of enforcement and if the by-law could be effectively enforced then the $25.00 was a sufficient deterrent and well above any other illegial parking fines.

Staff were requested to report back on how the by-law would be implemented especially with respect to the older areas of the City and what time period would be allowed for compliance.

With respect to the signing of the spaces, Staff were requested to encourage owners to paint the handicapped symbol on the pavement since this seemed to be the most effective means of notification to a driver.

The Mayor recommended that Staff prepare a report for budet discussions on the enforcement issue with respect to required staff to enforce this by-law and other parking control by-laws. This motion was voted on and carried.

The motions by Councillor Taylor were voted on and lost.

Councillor Culham moved approval of the Staff recommendation. This motion was voted on and carried.

F.06.01.02

Approved
See Recommendation OW-459-86 (D. Culham)

13. Report dated November 17, 1986, from the Acting Commissioner of Building, Zoning and Licensing regarding an amendment to the Fence By-law 397-78. The By-law restricts the height of a fence to a maximum of two metres (6'7") above effective ground level. There are many noise attenuation fences which are being constructed pursuant to Servicing Agreements, Local Improvements, or Site Plan Agreements, which are in excess of this height.

The height of a noise attenuation fence is based on technical calculations and is obviously dependent upon the noise source and would greatly differ with a residential dwelling abutting an arterial roadway compared to an M.T.C. Freeway or C.P.R./C.N.R. railway line. An amendment should be made to the Fence By-law to exempt noise attenuation fences as the two metre (6'7") limit is not applicable.

RECOMMENDATION:

That a by-law be enacted amended the Fence By-law 397-78 as amended to exempt Noise Attenuation Fences as the two metre (6'7") limit is not applicable.

L.05.01

Approved
See Recommendation OW-460-86 (D. Culham)

14. Report dated November 10, 1986, from the Acting Commissioner of Building, Zoning and Licensing regarding an amendment to By-law 115-76 to reflect staff changes within the Building Department for the purpose of enforcing the Ontario Building Code Act.

RECOMMENDATION:

That a by-law be enacted to amended By-law 115-76, as amended, to reflect staff changes within the Building Department for the purpose of enforcing the Ontario Building Code Act.

L.07.01.02

Approved
See Recommendation OW-461-86 (D. Culham)

15. Report dated November 11, 1986, from the City Clerk regarding a request of the Streetsville Business Improvement Area for more parking in the area. The City had previously negotiated a lease agreement with Canadian Pacific Limited (Marathon Realty) for the parcel of land at Broadway and Thomas Streets for parking purposes for the Streetsville Business Improvement Area at an annual rent of $972.00. Marathon Realty advised the City that the rent was increased from $972.00 to $1,524.00 per annum. As a result of this increase, Council, on November 1, 1982, passed Resolution #727 stating this this lease agreement not be renewed.

The Clerk's Department is now in receipt of a lease agreement from Canadian Pacific Limited (Marathon Realty) for the same lands at a rent of $100. per annum for a term of 5 years. The Engineering and Works Department is agreeable to the terms and conditions of this agreement.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Lease Agreement between Canadian Pacific Limited (Marathon Realty) and the City of Mississauga for the parcel of land containing an area of 10,965 square feet, more or less, as shown on the plan attached to the lease agreement (Broadway and Thomas Streets) at a rental of $100.00 per annum.

E.04.03.02.03

Approved
See Recommendation OW-462-86 (D. Culham)

16. Report dated November 11, 1986, from the City Clerk regarding the Streetsville Works Yard Lease from Marathon Realty. In order to expand the Streetsville Works Yard, the Property Section was directed to lease approximately 0.358 acres, more or less, from Marathon Realty for a period of 5 years at an annual rental of $2,184. to be increased at a rate of 6% per annum for each ensuing year.

The Engineering Department has reviewed the lease and are in agreement with the terms and conditions.

RECOMMENDATION:

That a by-law be enacted authorizing execution of the lease agreement between Marathon Realty Company Limited and the City of Mississauga for 0.358 acres in connection with the Streetsville Works Yard.

E.04.03.02.02

Approved
See Recommendation OW-463-86 (D. Culham)

17. Report dated November 13, 1986, from the City Clerk in response to a request to amend Easement registered as Instrument 422447 affecting Block 28, Registered Plan 43M-475 by Agreement dated September 4, 1986, submitted by Pancor Industries Limited. Pancor Industries Limited purchased all of Block 28 on registered Plan 43M-475 which is subject to a Transfer of Easement, jointly in favor of the City of Mississauga and the Regional Municipality of Peel, registered March 25, 1983 as Instrument No. 422447 specifically the lands set out as THIRDLY therein.

Pancor Industries Limited has requested that the easement be amended by Agreement dated September 4, 1986 incorporating an additional condition in connection with the reinstatement of the lands pursuant to works undertaken by the City and Region of Peel.

The Agreement has been reviewed by the City's Engineering Department and found acceptable.

RECOMMENDATION:

That a By-Law be enacted authorizing execution of an Agreement dated September 4, 1986, submitted by Pancor Industries Limited amending a Transfer of Easement Registered March 25, 1983 as Instrument 422447 (THIRDLY) in favour of The City of Mississauga and The Regional Municipality of Peel.

B.06.475.02

Approved
See Recommendation OW-464-86 (P. Mullin)

18. Report dated November 14, 1986, from the City Clerk regarding the conveyance of Blocks 135 and 136 on R.P. 43M-517 to Dell Holdings Limited. Pursuant to the Servicing Agreement for Registered Plan 43M-517 specifically Schedule "B", Item 4, sub-section C and D, Blocks 135 and 136 were conveyed to the Municipality conditional that they would be deeded back to the developer (Dell Holdings Limited) when combined with adjacent lands being Blocks 147 (adjoining Block 136) and Blocks 148 (adjoining Block 135) on Registered Plan M-318 for ultimate development. Confirmation has been received by Dell Holdings that they have acquired Blocks 147 and 148 on Registered Plan M-318 which was substantiated by the City's Legal Department.

RECOMMENDATION:

That a By-Law be enacted authorizing execution of a Transfer of Land to Dell Holdings Limited of Blocks 135 and 136, Registered Plan 43M-517 pursuant to Schedule "B" of the Servicing Agreement for Registered Plan 43M-517.

B.06.517.02

Approved
See Recommendation OW-465-86 (P. Mullin)

19. Report dated November 12, 1986, from the City Clerk with respect to the sale of City owned surplus lands, closed out part of Chinook Drive (Malton District) on Registered Plan 578 by By-Law 34-86 Registered on 74277. A portion of Chinook Drive, south of Bonaventure Drive (R.P. 578), being approximately 20 m (66 Ft.) x 38 m (125 Ft.) having an area of approximately 760 sq. m. (8.180 Ft.) was designated surplus to Municipal requirements and closed by By-Law 34-86 registered on 74277.

An appraisal was prepared by the Clerk's Department which estimates the current market value of the property at $40,000.00 as a detached residential building lot. Prior to disposal on the open market, The Municipal Act permits the adjoining owners to purchase one half of the former road allowance abutting their lands.

Morris and Shirley Beauvais, the owners, Lot 71 on Registered Plan 578, located on the east limit of closed out Chinook Drive have exercised their right to purchase for $@0,000.00 one half of the former road allowance in support of which they have submitted an Offer to Purchase, dated November 6, 1986.

RECOMMENDATION:

That a By-Law be passed authorizing execution and acceptance of an Offer to Purchase one half of the closed out portion of Chinook Drive by By-Law 34-86 on Registered Plan 578 abutting the Beauvais property described as Lot 71, Registered Plan 578.

E.02.02.02.07

Approved
See Recommendation OW-466-86 (D. Culham)

Recommendations: As per Report 16-86

Adjournment: 10:45 A.M.

OPERATIONS AND WORKS COMMITTEE — NOVEMBER 26, 1986

REPORT 16-86

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents it sixteenth report and recommends:

OW-448-86 (a) That the Town of Oakville be advised that the City of Mississauga supports a petition to the Province of Ontario for the re-establishment of a Driving Test Centre in Mississauga.

(b) That the Minister of Transportation and Communications be advised that the City of Mississauga supports the Town of Oakville in its petition to have a Driving Test Centre re-established in Mississauga.

A.02.03.02.01
(OW-448-86)

OW-449-86 (a) That Public Affairs produce 100,000 brochures (sample attached) stressing the importance of clearly displaying municipal street numbers and distribute this brochure through Ratepayers Associations, the Welcome Wagon program, and through all information centres in the City. In addition, the copy from the brochure will be used as a public notice on the City news page of the Mississauga News, as well as part of the next door-to-door public awareness campaign.

(b) That all new or revised street names continue to be submitted to the Operations and Works Committee for consideration in order to eliminate existing duplicated or difficult to pronounce street names.

(c) That the Engineering and Works Department continue the intersection numbering program at identified intersections, with a higher priority subject to budget and manpower availability.

(d) That all multi-unit complexes be encouraged at Site Plan Approval to erect directional signs and maps at the entrances of the complexes to meet the requirements of emergency service personnel.

A.01.11.01
(OW-449-86)

OW-450-86 That the builder, Century Homes, be advised that additional lots for model homes will not be considered in River Grove Phase I Subdivision, Plans 43M-711 and 43M-712 located south of Britannia Road West and west of Creditview Road.

B.06.711.02
(OW-450-86)

OW-451-86 (a) That the services of a consulting engineer acceptable to the City and the Metropolitan and Toronto Conservation Authority be retained to conduct a flood and erosion control study of the Little Etobicoke Creek from Eglinton Avenue to its confluence with the Etobicoke Creek (Funds in the amount of $60,000 for the study to be taken from the Storm Sewer Oversizing Account No. P.N.85-903).

(b) That the Metropolitan and Toronto Conservation Authority be requested to confirm the extent of its participation in this project.

(c) That upon completion of the study when the estimated total cost is known that a further report be prepared for Council on the cost sharing between the City, Metropolitan and Toronto Conservation Authority and any other participants.

J.05.86035
(OW-451-86)

OW-452-86 (a) That the Credit Valley Conservation Authority be advised that the City of Mississauga agrees to bear 45% of the total cost of $7,000.00 for erosion control works at 1064 Dixie Road provided that the residents, Mr. & Mrs. E. Herron agree to dedicate a permanent easement for the maintenance of the work and the resident be so advised (funds in the amount of $3,150.00 to be allocated from the Works Watercourse Maintenance Account 08319-05-9604-0100).

(b) That Staff be requested to coordinate a report with the Credit Valley Conservation Authority on erosion problems on City owned Lakefront properties (i.e. Watersedge Park, Jack Darling Park et al).

A.02.05.03.01
(OW-452-86)

OW-453-86 That notwithstanding the requirements of the Servicing Agreement for the Heritage Hills Subdivision, Plan 43M-635 (lands located south of Eglinton Avenue West/west of Hurontario Street), that Condition 8, Consulting Engineer, Part 1 of Schedule C, be waived with respect to Block 174 subject to the following conditions:

(a) The applicant paying for the construction of a centre median island on Eglinton Avenue West between Heritage Hills Boulevard and a point to the west of the proposed access;
(b) The centre median island extending approximately 40 metres to the west of the access and constructed at the time Eglinton Avenue West is reconstructed from its existing two lanes to four lanes;
(c) The proposed access point be made 7.5 metres at the street line as opposed to the 6.0 metres shown on the site plan.

B.06.635.02
(OW-453-86)

OW-454-86 (a) That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited under the terms of the Engineering Agreement for Tamar Mews Subdivision, Plan 43M-443 located north of Derry Road West and east of Winston Churchill Boulevard.

(b) That the City Treasurer be authorized to reduce the Letter of Credit (current value $84,148.04) to $6,753.70 and that on completion of the outstanding landscaping works by Markborough Properties Limited and the issuance of a final acceptance certificate by the Recreation and Parks Department, the City Treasurer be authorized to release the remaining amount.

(c) That a by-law be enacted establishing the road allowances within Plan 43M-443 as public highway and part of the municipal system of the City of Mississauga.

B.06.433.02
(OW-454-86)

OW-455-86 That the Engineering and Works Department manufacture and erect a warning sign at the spring, located on Mississauga Road, south of Dundas Street which states:

"THE MEDICAL OFFICER OF HEALTH ADVISES THAT PERSONS DRINKING THIS WATER DO SO AT THEIR OWN RISK."

A.02.04.01
(OW-455-86)

OW-456-86 That the petition dated July 7, 1986, from the residents of Longo Circle concerning heavy truck traffic on Finch Avenue between Highway 427 and Steeles Avenue be referred to the Region of Peel for review and action.

F.06.04.06
(OW-456-86)

OW-457-86 That the report dated November 4, 1986, from the Commissioner of Engineering and Works regarding parking on Sawgrass Crescent across from and adjacent to the park be referred to the Area Representative, Councillor D. Culham, for consultation with the area residents.

F.06.04.02
(OW-457-86)

OW-458-86 (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, authorizing a parking prohibition on Cedar Creek Drive from Lexicon Drive to Runningbrook Drive, 8:00 a.m. - 11:00 p.m., east side.

(b) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, authorizing a parking prohibition on Lexicon Drive from Cedar Creek Drive to Burningelm Crescent, 8:00 a.m. - 11:00 p.m., north side.

(c) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, authorizing a parking prohibition on Lexicon Drive from Clanfield Crescent to Burningelm Crescent, 8:00 a.m. - 11:00 p.m., south side.

F.06.04.02
(OW-458-86)

OW-459-86 (a) That a by-law be enacted to amend the Handicapped parking By-law 134-83.

(b) That a report be prepared for budget discussions with respect to the required parking control officers to enforce the Handicapped Parking By-law and other parking by-laws.

(OW-459-86)

OW-460-86 That a by-law be enacted amended the Fence By-law 397-78 as amended to exempt Noise Attenuation Fences as the two metre (6'7") limit is not applicable.

L.05.01
(OW-460-86)

OW-461-86 That a by-law be enacted to amended By-law 115-76, as amended, to reflect staff changes within the Building Department for the purpose of enforcing the Ontario Building Code Act.

L.07.01.02
(OW-461-86)

OW-462-86 That a by-law be enacted to authorize execution of the Lease Agreement between Canadian Pacific Limited (Marathon Realty) and the City of Mississauga for the parcel of land containing an area of 10,965 square feet, more or less, as shown on the plan attached to the lease agreement (Broadway and Thomas Streets) at a rental of $100.00 per annum.

E.04.03.02.03
(OW-462-86)

OW-463-86 That a by-law be enacted authorizing execution of the lease agreement between Marathon Realty Company Limited and the City of Mississauga for 0.358 acres in connection with the Streetsville Works Yard.

E.04.03.02.02
(OW-463-86)

OW-464-86 That a By-Law be enacted authorizing execution of an Agreement dated September 4, 1986, submitted by Pancor Industries Limited amending a Transfer of Easement Registered March 25, 1983 as Instrument 422447 (THIRDLY) in favour of The City of Mississauga and The Regional Municipality of Peel (lands located on Pacific Circle).

B.06.475.02
(OW-464-86)

OW-465-86 That a by-law be enacted to authorize execution of a Transfer of Land to Dell Holdings Limited of Blocks 135 and 136, Registered Plan 43M-517 pursuant to Schedule "B" of the Servicing Agreement for Registered Plan 43M-517 (lands located on the east side of Creditview Road/north of Rathburn Road West).

B.06.517.02
(OW-465-86)

OW-466-86 That a by-law be enacted to authorize execution of an Offer to Purchase one half of the closed out portion of Chinook Drive by By-Law 34-86 on Registered Plan 578 abutting the Beauvais property described as Lot 71, Registered Plan 578.

E.02.02.02.07
(OW-466-86)

December 10 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, DECEMBER 10, 1986, 9:00 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy (Chairman)
Councillor P. Mullin
Councillor L. Taylor
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department
Date: December 4, 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - DECEMBER 10, 1986

ITEM	FILE	SUBJECT
1.	D.02.04	Pedestrian Safety at Railway Crossings
2.	J.05.82043	Central Traffic Signal Control System Update
3.	F.06.03.02	Policy - No School Crossing Guards for Bused Students
4.	B.06.512.02 F.02.02	Coachford Way Subdivision - Assumption of Works
5.	B.06.513.02 F.02.02	Oakington Place Subdivision - Assumption of Works
6.	F.06.04.02	Hawkestone Road - Parking Prohibition
7.	F.06.04.02	Kilbride Crescent - Request for Extended Parking
8.	F.06.04.10	Paisley Boulevard - Speed Limit - Mary Fix School
9.	F.06.04.01	Through Highway Designation - Plans 43M-663/43M-671
10.	F.06.04.01	Through Highway Designation - Plans 43M-677/43M-678/43M-679
11.	F.06.04.01	Through Highway Designation - Plan 43M-687
12.	F.02.07	East Credit Development Corporation - Street Names
13.	F.02.07	Daniels Business Park - Street Names
14.	L.01.06	2101 Barsuda Drive - C.E. Bonds - Extension of Temporary Building Permit
15.	B.06.595.06	Fieldgate Development and Construction Ltd. - Abandonment of Easement
16.	E.02.02.02.02	Drumgray Avenue - Sale of Surplus Lands
17.	A.01.11.01	Emergency Procedures Recommended in Severe Weather Conditions - Ministry of the Solicitor General
18.	A.02.03.03.01 F.05.04.05	Municipal Recycling Support Program Grant - Ministry of the Environment
19.	A.03.04.01	Public Vehicle Authority Report 8-86 - November 24, 1986
20.	A.03.04.11.02	Traffic Safety Council Report 9-86 - November 26, 1986

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE — DECEMBER 10, 1986

DEPUTATIONS - 9:00 A.M.

A. Representatives of Operation Life Saver and Railway Transportation Committee.

D.02.04

SEE ITEM 1

MATTERS FOR CONSIDERATION:

1. Presentation and video by Representatives of the Railway Transport Committee and Operation Life Saver regarding Railway Crossing Safety.

Attached for the Committee's information is a paper entitled "Pedestrian Safety at Railway Crossings" prepared by a Toronto area citizen, Mrs. E. Dorfman, which was presented to the Working Group along with the R.T.C. staff comments together with a recent R.T.C. to M.T.C. letter on this matter.

D.02.04

2. Report dated November 26, 1986, from the Commissioner of Engineering & Works providing an updated on the Central Traffic Control System.

For all practical purposes the Central Traffic Signal Control System (C.T.S.C.S.) is completed. Upon completion of all existing deficiency items and termination of the ninety day "Observation" period, final acceptance of the system barring unforeseen problems, should be made on or about February 15, 1987.

In order to test the complete operation of the C.T.S.C.S. during these final stages of acceptance, intersection control strategies have been limited. Now that these crucial periods have been completed, the operation of the system will be fine tuned to the needs of the roadway networks. Examples of major future operational adjustments are as follows:

1. Place intersections in "Local" mode of operation during late evening to early morning periods. This action would return the individual intersection to its own control mode thereby minimizing delays to motorists entering the intersection from the cross streets.

2. Update the system optimization program to create a better on-line operation with the central system. This system offers a wide range of control strategies. Included in this will be adjustments to arterial progressions, local intersection timings, etc.

3. Review system field hardware maintenance procedures to optimize level of service of overall system performance.

With regard to the suggestion of night flash this form of control is not warranted from a safety standpoint especially when there is an alternative of "Local" control mode which provides a much better alternative in resolving the problem of motorists' delay.

The operation of vehicle progression along a roadway is impacted by a large number of conditions. Some of these include speed of vehicles, directional splits of volumes between sets of signals, intersection spacing and other major roadway connections, all contribute to effect progression. These conditions are further complicated by the actuated form of control operated at each of the individual signalized intersections. It must be pointed out that attempts are being made to service the majority volumes of traffic as well as to effect optimization of network progression. During the ongoing fine tuning of the C.T.S.C.S. progression will become even more evident to the roadway users. There have been favourable comments from various sources with respect to improved travel times along roadways such as Lakeshore Road, Bloor Street, Burnhamthorpe Road, etc.

RECOMMENDATION:

That the report dated November 26, 1986, of the Commissioner of Engineering and Works on the Central Traffic Signal Control System be received, and that a further report be prepared on the operation of the system in April 1987.

J.05.82043

RECOMMEND ADOPTION

3. Report dated November 18, 1986, from the Commissioner of Engineering & Works in response to the Committee's request to review the policy of not providing crossing guards at school bus pickup points that the Engineering and Works Department address whether the City should have input into the school bus stop locations in order that they can be tied with existing guards, traffic lights or stop signs.

Council at its meeting of April 9, 1984 adopted the recommendations of the Traffic Safety Council which established policies with respect to the placement of adult crossing guards. The many policies established at that time were practices used by Traffic Safety Council in evaluating requests for adult crossing guards, but that had not been formally adopted by City Council. The following recommendation with respect to the provision of adult crossing guards at school bus stops was adopted:

"(g) Crossing guards not be provided for students who are picked up and discharged by school buses."

With respect to Engineering and Works Department input into the location of school bus stops, both Boards of Education have staff whose specific job is to route school buses in the most efficient and safe manner which includes the locating of student pickup locations. Their staff are fully aware of the traffic controls in the areas and, therefore, it would not be required for our direct involvement in the locating of bus stops. Where possible the Boards route their buses to make use of existing traffic control devices and to avoid school bus stop locations on major roads. This is not to say that where the City has a concern with a location, that the Boards of Education have not been requested to relocate a stop location. Both Boards have been responsive to our concerns in the past.

With regard to the placing of adult crossing guards at school bus stops, the previously mentioned policy is based on the Highway Traffic Act requirement that all traffic come to a complete stop when a school bus is stopped and has its flashers activated. This provides children an adequate level of safety when crossing the road. It is however incumbent upon the parents and Boards of Education to educate the children on the proper method of crossing at a school bus stop, that is, to wait on their side of the road and to cross only when the school bus has stopped, activated the flashers and <u>all</u> traffic has come to a complete stop.

With regard to the use of existing adult crossing guards, where a school bus stop coincides with an adult crossing guard, the children are assisted in crossing. However, in most cases the school bus arrives much earlier than the time the guard is required for walking children. This would require the extension of the guard's crossing time and would result in additional costs to the City which in our opinion is not required for the reasons indicated above.

At the specific location of Bud Gregory Boulevard and Central Parkway, the Peel Board of Education has rerouted their buses to pick up children on both sides of Central Parkway East, however, the Dufferin Peel Roman Catholic Separate School Board still has children crossing at Bud Gregory Boulevard.

RECOMMENDATION:

(a) That adult crossing guards not be provided at school bus stop locations.

(b) That the Dufferin Peel Roman Catholic Separate School Board be requested to review their school bus routes with a view to eliminating the need for children to cross Central Parkway East at Bud Gregory Boulevard.

F.06.03.02

RECOMMEND ADOPTION

4. Report dated November 28, 1986, from the Commissioner of Engineering & Works regarding the assumption of municipal works for Coachford Way Subdivision (lands located north of Britannia Road West/west of Creditview Road). As far as the Engineering Department is concerned, the developer, Markborough Properties Ltd., has complied with all the requirements of the Servicing Agreement for the installation of municipal services except for various minor above ground deficiencies in the amount of $1,117.29 which has been covered by a cheque to correct in the 1987 construction season.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited, under the terms of the Servicing Agreement for Coachford Way Subdivision (Plan 43M-512 - lands located north of Britannia Road West/west of Creditview Road).

(b) That the City Treasurer be authorized to release the Letters of Credit currently valued at $147,315.67 and $33,566.50 to the Developer.

(c) That a by-law be enacted to establish the road allowances as public highway and part of the municipal system of the City of Mississauga within Plans 43M-512 (lands located north of Britannia Road West/west of Creditview Road).

B.06.512.02
F.02.02

RECOMMEND ADOPTION

5. Report dated November 28, 1986, from the Commissioner of Engineering & Works regarding the assumption of municipal works for Oakington Place Subdivision (lands located north of Britannia Road West/west of Creditview Road). As far as the Engineering Department is concerned, the developer, Markborough Properties Ltd., has complied with all the requirements of the Servicing Agreement for the installation of municipal services except for various minor above ground deficiencies in the amount of $791.41 which has been covered by a cheque to correct in the 1987 construction season.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited, under the terms of the Servicing Agreement for Oakington Place Subdivision (Plan 43M-513 - lands located north of Britannia Road West/west of Creditview Road).

(b) That the City Treasurer be authorized to release the Letters of Credit currently valued at $115,860.25 and $4,323.00 to the Developer.

(c) That a by-law be enacted to establish the road allowances as public highway and part of the municipal system of the City of Mississauga within Plans 43M-513 (lands located north of Britannia Road West/west of Creditview Road).

B.06.512.02
F.02.02

RECOMMEND ADOPTION

6. Report dated November 17, 1986, from the Commissioner of Engineering & Works in response to a request from Indal Technologies Inc of 3570 Hawkestone Road that parking be restricted on Hawkestone Road in front of their property for reasons of security, safety and snow removal. The Engineering Department has no objection to the request as sufficient parking is available on site and the level of safety around this curve would be improved.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on the west side of Hawkestone Road across the frontage of Indal Technologies Inc., 3570 Hawkestone Road.

F.06.04.02

RECOMMEND ADOPTION

7. Report dated November 26, 1986, from the Commissioner of Engineering & Works in response to a petition from the residents on Kilbride Crescent requesting 12 hour parking on both sides of this street.

Engineering has reviewed this request and have determined that each of the residence on Kilbride Crescent (single-family homes) have a garage and a driveway which will accommodate at least one and in many cases two vehicles. This translates to a minimum of 200% and in some cases 300% on-site parking availability. It appeared that a number of driveways could be widened to accommodate additional vehicles. City policy provides that extended on-street parking shall only be considered in residential areas where less than 200% on-site parking is available with no room for driveway expansion.

RECOMMENDATION:

That extended parking not be implemented on Kilbride Crescent as the criteria for the evaluation of extended on-street parking was not met.

F.06.04.02

RECOMMEND ADOPTION

8. Report dated November 26, 1986, from the Commissioner of Engineering & Works in response to a request from the Traffic Safety Council to expand the limits of the existing 40 km/h speed zone on Paisley Boulevard fronting Mary Fix School. This is as a result of concerns from parents whose children attend Cashmere Public School on Cashmere Avenue, south of Paisley Boulevard, located west of Mary Fix School.

Personnel from the Engineering Department have conducted vehicle speed analyses and reviewed the existing limits of the 40 km/h signing on Paisley Boulevard in the vicinity of Mary Fix School. It has been determined that an 85th %ile speed of 55 km/h exists in the 50 km/h zone west of the school. This would be considered acceptable in a residential area, from an Engineering Traffic standpoint. However, with the presence of the two schools and numerous children in the area, the level of safety in the area of the two schools could be improved by expanding the 40 km/h speed zone limits. Therefore, the Department has no objection to extending the reduced speed zone from its present limits easterly to Callum Avenue and westerly to Mavis Road.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a 40 km/h speed zone on Paisley Boulevard from Mavis Road to Callum Avenue.

F.06.04.10

RECOMMEND ADOPTION

9. Report dated November 26, 1986, from the Commissioner of Engineering & Works regarding Through Highway Designations to incorporate into Schedule 10 of By-law 444-79, as amended, a revised through highway designation within plans 43M663 and 43M671 which is necessary to establish stop controls within the above noted plans.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in plans 43M663 and 43M671 (lands located at the northeast corner of McLaughlin Road and Eglinton Avenue West).

F.06.04.01

RECOMMEND ADOPTION

10. Report dated November 26, 1986, from the Commissioner of Engineering & Works regarding Through Highway Designations to be incorporated into Schedule 10 of By-law 444-79, as amended, within Plans 43M677, 43M678 and 43M679 which is necessary to establish stop controls within the plans.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M677, 43M678 and 43M679 (lands located on the south side of Burnhamthorpe Road West/east of Mary Fix Freek).

F.06.04.01

RECOMMEND ADOPTION

11. Report dated November 26, 1986, from the Commissioner of Engineering & Works regarding Through Highway Designations to be incorporated into Schedule 10 of By-law 444-79, as amended, within Plans 43M687 which is necessary to establish stop controls within the plans.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M687 (lands located on the north side of Britannia Road East/west of Dixie Road).

F.06.04.01

RECOMMEND ADOPTION

12. Report dated November 21, 1986, from the Commissioner of Engineering & Works with respect to the following street names submitted for approval for East Credit Development Corporation (T-86071):

Almart Road	Jade Ridge Drive
Castlefield Drive	Laurel Leaf Crescent
Corrigall Court	Lichfield Road
Crowfoot Street	Lismic Boulevard
Crystal Court	Opal Creek
Daniel Creek	Peterson Boulevard
Diamond Hill Crescent	Rimon Street
Donarly Drive	Rose Ridge Drive
Dream Crest Road	Sapphire Road
Emerald Court	Segriff Drive
Fallingbrook Drive	Sharli Road
Floral Hill Crescent	Silver Stream Drive
Garnet Boulevard	Willowvale Gardens
Grossi Street	Windsor Hill Boulevard

This submission was reviewed by the Region of Peel Street Names Committee on November 19, 1986 and the following names were approved:

Castlefield Drive	Lichfield Road
Crowfoot Street	Lismic Boulevard
Daniel Creek	Rimon Street
Dream Crest Road	Rose Ridge Drive
Fallingbrook Drive	Segriff Drive
Floral Hill Crescent	Willowvale Gardens
Grossi Street	Windsor Hill Boulevard

The other names were refused because of duplications or confusion with similar named streets.

RECOMMENDATION:

That the following names be approved as street names for the East Credit Development Corporation Subdivision T-86072 (lands located north of Eglinton Avenue West/between Second Line West and Creditview Road):

Castlefield Drive	Lichfield Road
Crowfoot Street	Lismic Boulevard
Daniel Creek	Rimon Street
Dream Crest Road	Rose Ridge Drive
Fallingbrook Drive	Segriff Drive
Floral Hill Crescent	Willowvale Gardens
Grossi Street	Windsor Hill Boulevard

F.02.07

RECOMMEND ADOPTION

13. Report dated November 24, 1986, from the Commissioner of Engineering & Works regarding the following proposed Street Names for Daniels Business Park:

Bron Boulevard
Danbro Crescent

This submission was reviewed by the Region of Peel Street Names Committee on November 19, 1986 and "Danbro Crescent" was approved.

Bron was refused because of possible pronunciation confusion with "Bram" an existing street in Brampton.

RECOMMENDATION:

That the "Danbro Crescent" be approved as a street name for Daniels Business Park T-84016 (lands located on the east side of Fifth Line West/north of Highway 401).

F.02.07

RECOMMEND ADOPTION

14. Report dated November 25, 1986, from the Acting Commissioner of Building, Zoning and Licensing in response to a request from Mr. C.E. Bonds of 2101 Barsuda Drive for a further two year extension of a temporary building permit to maintain a temporary shelter in which to build a boat. Permission was originally given in October 1979 for two years and subsequently extended until November 1986. Staff have investigated the matter and there has only been one complaint in 1981 which was resolved. The site has been inspected and the premises are well kept and free of problems.

RECOMMENDATION:

That Mr. C.E. Bonds, 2101 Barsuda Drive, be granted a one year extension to November 1987 and a further one year extension to November 1988 for a temporary building permit provided no problems arise with the neighbourhood relating to this matter.

L.01.06

RECOMMEND ADOPTION

15. Report dated November 26, 1986, from the City Clerk regarding a request for Abandonment of Easement registered as Instrument 174978 affecting Blocks D, J and K R.P. 941 submitted by Fieldgate Development and Construction Limited. Instrument 174978 registered in December 1964 was a conveyance of easement for sanitary sewer purposes to The Corporation of The Township of Toronto affecting Blocks D, J and K Registered Plan 941.

Pursuant to the Region of Peel Act, sanitary sewers came under the jurisdiction of the Regional Municipality of Peel. The subject easement is no longer required by the Region and has been abandoned. The City has been requested to participate in the abandonment in order to clear the title to the property.

The release of the easement has been reviewed by the City's Engineering Department and found acceptable.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Release and Abandonment of Easement in connection with instrument registered as 174978 being conveyance of a sanitary sewer easement affecting Blocks D, J and K on Registered Plan 941 (lands located on the south side of Hanson Road north of Surbray Grove).

B.06.595.06

RECOMMEND ADOPTION

16. Report dated November 19, 1986, from the City Clerk regarding the sale of City owned surplus lands being the closed out portion of Drumgray Avenue south of Troy Street. An appraisal was prepared which estimates the current market value of the property at $50,000 as a detached residential building lot. Prior to disposal, The Municipal Act permits the adjoining owners to purchase one half of the former road allowance abutting their lands or to purchase the entire portion if one of the property owners chooses not to exercise thie right. The Owner of Lot 253 abutting the east limit have been unable to meet the fixed sum. The owners of Lot 254 have exercised their right to purchase $50,000.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Offer to Purchase from Morris and Gail Jessup for the entire closed out portion of Drumgray Avenue in the amount of $50,000.00 (south of Troy Street on Registered Plan C-20).

E.02.02.02.02

RECOMMEND ADOPTION

17. Letter dated October 20, 1986, from Mr. K.J.W. Reeves, Coordinator of Emergency Planning Ontario, Ministry of the Solicitor General, enclosing a copy of Safety Memorandum No. 21 which was circulated to all School Boards and Schools in Ontario outlining recommendations concerning severe weather conditions.

A.01.11.01

RECOMMEND RECEIPT

18. Letter dated November 25, 1986, from the Ministry of the Environment confirming the Ministry's decision to provide Municipal Recycling Support Program grants to the City. The maximum assistance available for the period June 1986 to March 31, 1987 will be $557,000.00.

A.02.03.03.01
F.05.04.05

RECOMMEND RECEIPT

19. Report 8-86 of the Public Vehicle Authority meeting held on November 24, 1986.

A.03.04.01

RECOMMEND ADOPTION

20. Report 9-86 of the Traffic Safety Council meeting held on November 26, 1986.

A.03.04.11.02

RECOMMEND ADOPTION

of Ottawa-Carleton
495 Richmond Road
Ottawa, Ontario K2A 4B2

Works Department

d'Ottawa-Carleton
495, rue Richmond
Ottawa (Ontario) K2A 4B2

Service des travaux publics

Item 1

24 November 1986

Ref: E-300.200

MAYOR'S OFFICE
NOV 28 1986
MAIL NO. 5546
RECEIVED

OPERATIONS/WORKS DEC 10 1986

Mayor Hazel McCallion
The Corporation of
The City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Mayor McCallion:

Re: Railway Crossing Safety

Thank you for the letter sent from your Clerk's Department inviting representatives of the Federation of Canadian Municipalities, Operation Lifesaver, the Railway Transport Committee and Mrs. Evelyn Dorfman to meet with your city's Works and Operations Committee.

As confirmed with Mrs. Mailer of your Clerk's Department, your committee's regularly scheduled Wednesday, 10 December 1986 9:00 am meeting (to be held on the first floor of your City Hall) has been selected as a convenient time.

It is expected that approximately one hour will be sufficient for the Operation Lifesaver and Railway Transport Committee representatives to make their audio-visual presentation and provide answers to questions generated.

Mrs. Mailer also confirmed that the board room beside your office on the first floor to your City Hall is available for an informal meeting on Tuesday, 9 December 1986 at 3:00 pm. It is anticipated that the following persons or their representatives will be able to meet with you:

Director General - Railway Transport Committee; Regional Director - Railway Transport Committee; National Director - Operation Lifesaver; Manager - Rail Office; and Mrs. Evelyn Dorfman.

....2

The writer will unfortunately be unable to attend these meetings due to budget presentation commitments. You may wish to have Mr. Doug Thwaites attend in my place.

Once again, thank you for allowing us this opportunity to increase the awareness of the importance of level crossing safety.

Yours truly

D.M. Atkins, P. Eng.
Manager
Planning & Budgeting Branch

DMA/gm

cc: Mr. James Knight
Executive Director, Federation of Canadian Municipalities

Dr. John Heads
Executive Director, Railway Transport Committee

Mr. Roger Cyr
National Director, Operation Lifesaver

Mr. Ian Chadwick
Rail Office
Manager, Ministry of Transportation and Communications

Mrs. Evelyn Dorfman
22 Sherbourne Avenue, Toronto

OPERATIONS/WORKS DEC 10 1986

PEDESTRIAN SAFETY AT RAILWAY CROSSINGS

AN OVERVIEW AND SUGGESTIONS

By: Evelyn Dorfman
Autumn 1985

1(a)

Pedestrian Safety at Railway Crossings

An Overview and Suggestions

This paper is a review of attitudes and events on the subject of pedestrian safety at railway crossings, followed by some suggestions for action and for change. It is an unsponsored submission and has developed out of my interest, as an independent citizen, concerning the general question of the official response in Ontario to Coroners' jury recommendations.

Of special interest have been those inquest verdicts relating to accidents at railway crossings, and about which two matters appear to be problematic for the community:

1. Known hazardous situations at railroad crossings often remain uncorrected despite repeated Coroners' jury recommendations and other public demands.
2. The public has become disillusioned as to the real interest of the Railway Transport Committee in the public's expressed concerns.

It is in relation to these two points that this paper is directed.

My intention is to bring certain aspects of the matter into better focus. The purpose is to stimulate or facilitate action for safety and satisfaction on the part of all concerned parties and to improve the possibility for success.

Information has been drawn, generally, from coroners' verdicts,

associated correspondence, municipal papers and reports.

The inquest references here have been limited to a series of six separate rail-crossing fatalities which occurred at about two year intervals on the Oakville Subdivision Line between the years of 1974 and 1983. They are:

Remy Guillemette	9 years	August 19, 1974
Michael Principe	11 years	December 11, 1974
Maria Alfonso	39 years	December 2, 1977
David Michael Ward	13 years	September 24, 1979
Harold Cook	17 years	April 3, 1981
Suzanne Margaret Hamilton	9 years	August 16, 1983

The decisions by those deceased to cross the tracks when they did, in the way that they did, were seen at the inquests as the products of misjudgement or confusion, which, combined with factors related to the movement of the trains and or the effects of light and noise, etc. led to death.

Much emphasis has been made by the coroners that danger at crossings is not limited only to collision with a passing train, but also to the more insidious threat of the sudden appearance of a second train on an adjacent track, right after the first has passed. Three of the six mentioned people were caught by this double train situation. Coroner Dr. K. Flynn, on the David Ward Inquest comments that "the problem of two-train pedestrian accidents need to be approached as a separate entity."*

*Correspondence report to Chief Coroner following the inquest.

The Coroner's jury recommendations have dealt repeatedly with the following:

1. the immediate installation of pedestrian barrier gates
2. the eventual construction of a grade separation
3. the special dangers of multiple tracks and two trains
4. the areas of responsibility of local municipalities
5. the updating of regulations on railway crossings to deal with the realities of the traffic volume in today's unbarriered high density areas.
6. references to fencing - to whistles and to signs
7. the formation of a multi-level body to consider the problems.

Post-Accident Scenario: It has been characteristic that in the aftermath of an accidental death at a railway crossing a fierce determination quickly springs into existence. That response is common to the public at large, and, in a somewhat different way, to the community's Coroners. It is an attitude which says, in effect, that the tragic death which occurred at that local rail crossing must never be allowed to happen there again. As a goal, it is one already inherent within the purposes underlying a coroner's inquest. It is also perceptible in the quality of coroners' investigations, and in the subsequent continuance of effort often undertaken by individual coroners for the encouragement of a needed change. The perseverance for action seems no less exemplified in the office of the Chief Coroner by its own sustained involvement.

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Public concern about the elimination of a safety hazard, in addition to the efforts expended by the coroners' juries on the public's behalf, is usually expressed in its communal and municipal demands for corrective action.

The concern of the other safety-responsible party, the Canadian Transport Commission (C.T.C.) through its sub-committee, The Railway Transport Committee (R.T.C.) is of a different type, in that it does not appear to reflect the same "never again" mood typical of the general public.

Responses from the R.T.C., received by the public through the media and through its municipal representatives, appear to have been, largely polite, and brief refusals of the particular measures that have been requested. This R.T.C. approach has been taken mainly in relation to the repeated requests for crossing barrier gates, and it is, in fact, a policy position of the Committee adopted by the C.T.C. in 1965.*

That position was made quite plain in a 1975 reply by R.T.C. Secretary, J. D'Avignon to Mississauga City Clerk, D.R. Turcotte. "There is no evidence to support such installations with respect to providing additional safety; in fact the inverse appears evident." And further - "We are, therefore, unable at this time to justify approving grants ...."

Railway specialists of the R.T.C. today, still maintain they do not believe such barrier gates to be an effective mechanism

*Public Hearing, Ingersoll, Ontario 1965

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with which to provide pedestrian safety.

The record* shows then that following the receipt of coroner's jury recommendations and of municipal requests, the given conditions of concern at the crossings remain largely unchanged. It shows also that there exist strong feelings of anger and frustration (perhaps on the two sides), and that there is some erosion of public confidence and trust in the services of a government office. This has developed despite the operation of the prescribed public communication process - the public to municipal committee to government-exercise.

Corrective Reactions: Within this nine year period several substantial reports on the matter have been written and duly presented, as well as a practical proposal submitted by an engineering expert. All of these have been in the interest of improving the level of rail-crossing safety and for the upgrading of the relationship between the R.T.C. and the general public.

1. A brief called Pedestrian Safety at the Railway Right-of-Way was produced through the efforts of fifteen municipalities in 1976. It was presented to a body called the Federal Provincial Municipal Liaison Committee, in May 1976.
2. The Rail Systems Development Branch of the C.T.C. prepared an extensive report which was presented to the R.T.C. in June of 1979.

*Correspondence between City of Mississauga and the Railway Transport Committee, coroners' jury verdicts and coroners' correspondence reports.

3. The Association of Counties and Regions (ACRO) wrote a paper in response to that of the C.T.C. in 1979 at the request of the Municipal Liaison Committee.- The Municipal Liaison Committee reviewed and supported the ACRO paper and sent it to the attention of the R.T.C.
4. Another was by policy planner, Nancy Myron of the City of Mississauga in 1979, prepared for the ACRO Transportation Committee.
5. An original presentation developed on a concept of human engineering, offering an approach to increase safety at the rail-crossings was introduced into the 1978 and 1979 inquests by Professor Patrick Foley, Head of Industrial Engineering Department, Faculty of Applied Science and Engineering, University of Toronto, in his capacity as an expert witness.

There does not appear to have been an appropriate response to, nor an official study of any one of these serious endeavours.

Nor has the community, therefore, been able to receive the benefits of these various studies which were extended on its behalf by dedicated and conscientious people.

Forums for Change: Just as there have been some proposals for change over the years, so have there also been attempts to create forums by which to effect the change.

1. The Federal Provincial Municipal Liaison Committee that received the municipality sponsored brief in 1976, does not seem to have functioned much beyond that date.

2. The Municipal Liaison Committee which supported the efforts of ACRO maintained a general level of interest in the subject. The Committee was absorbed-by the Association for Municipalities of Ontario in 1982.
3. A large body called the Federal Provincial Municipal Committee, was formed at the request of the Ministry of Transport and held a meeting in December 1980 at Hull, Quebec. It does not appear to have met as a committee again.

The most recent effort at any ongoing joint deliberation which deals with pedestrian rail-crossing safety has been that of an internal organization of the Railway Transport Committee called the R.T.C. Working Group on Railway Crossing Accidents, formed in the fall of 1984. This federal level group has remained intact - and it continues to meet regularly.

As of this date, however, Fall of 1985, no viable and sustained response has been developed to the repeated request by various coroner's juries, municipal councils and regional bodies that there be created a working body of multi-level membership. That is seen as a reference to the various public bodies which are directly affected. The purpose indicated for such a group has been to service the public's particular concerns about safety and communication. An additional practical value is that it would provide a setting for the co-operative and responsible involvement of all the concerned parties.

Jury verdicts have indicated that safety responsibility exists beyond the office of the federal Railway Transport Committee. They refer to the need for improved municipal performance in this safety issue. On this, Recommendation #4 of the Michael Principe Verdict says, "local government (to) be more aware of and act upon safety precautions for pedestrians at all railroad crossings in the community."

A comment in the Maria Alfonso Verdict:- "It seems evident to this jury that it is very difficult to get any concrete action due to a lack of communication and/or co-operation between the various governments and commissions involved."

In the verdict of David Michael Ward:-

#4 "Serious and responsible action be taken on previous recommendations proposed as a result of prior inquests relating to similar incidents, (i.e. Principe and Alfonso.")

#5 "Strong efforts be put forth to improve communications and co-operation among the relative government bodies, specifically relative to the Canadian Transport Commission, thereby promoting positive action."

#7 "Municipal officials take more initiative in exploring and comparing safety measures used in other municipalities or areas."

The most recent activity and communication between the City of Mississauga and the Railway Transport Committee was in March of this year,(1985), in relation to the 1983 death of nine year old

Suzanne Margaret Hamilton. Final word was received from the Canadian Transport Commission that the latest Mississauga application for pedestrian gates at Ogden Avenue along with seven other locations requested was, by the C.T.C. policy, once again denied. In this manner the subject has again been declared closed.

An unfortunate image that the R.T.C. has often projected is one of detached insularity, wherein the public's anxieties and their demands are routinely encountered and efficiently dispatched.

The R.T.C. has not, in fact, responded to the intrinsic message of coroner's juries and of municipal councils, which is that the public want the hazardous situations at the railway crossings effectively changed or eradicated - and as quickly as possible, by whatever the method.

Conclusions

Since a persistent source of public hostility through the years has been the clashing views and poor communication between the public agency (the R.T.C.) and the public itself, it would be necessary in any attempts to promote future harmony and satisfaction, that the public be brought in closer to the practical issues and be required to bear a greater role of responsibility in overall decisions. Such public participation has been an obvious intention of the earlier recommendations.

It has become my own conclusion as well, that a joint working council is a fundamental requirement in the interests of good communication and in order to attain the common goals.

Proposal:

It would be my suggestion then that the proposed multi-level body be formed and it be a province-oriented organization containing appropriate federal representation. This idea, begun in Ontario, could be duplicated, if desired, in other provinces, so that each could concentrate on its own provincial rail-crossing problems.

Clearly, there would be differences in membership and in goals between this council and the existing R.T.C. Working Group on Rail Crossing Accidents which is a federal body and which would, therefore, not contain the provincial representation or involvement to which verdict recommendations seem to refer.

Purpose of Multi-Level Council

knowledge - That all parties concerned learn about the broad scope of the facts pertinent to the goal of public safety at the railway crossings.

joint effort - That all interested parties join as one body to diminish the threat of future accidents resulting in injuries or fatalities.

assumed responsibility - To bring an informed and responsible public into a decision-making process.

With the creation of the multi-level council as the first step toward co-operation and improved safety, a second aspect of primary importance would be that the council have a sole purpose and it

make commitment to that one goal - safety for pedestrians and for vehicular traffic at the railway right-of-way crossings.

The council would consider all aspects of the coroners' verdicts and of any other views, sought or contributed, on given accidents. It would consider all the forms of responsibility entailed. These, along with the physical considerations of the site could include school-child control, parent-child control, police enforcement, municipal regulations, liquor-drug related issues at the crossings, educations and public relations activities within communities.

The responsibilities defined would be assigned for attention to the appropriate council members with the expectation of council receiving a report on the action to be taken or not taken.

- Every member would be in a position to present his viewpoint, legal, practical or emotional as he wishes, as well to inform the council on the restrictions of finances and authority by which his participation in achieving the goal is bound. This will contribute to a respect for and a comprehension of the other people's positions, and help eradicate negative attitudes based on ignorance and misunderstanding.

It is to be expected that in such a setting, with the stated goal, safety, being the overall common purpose of every member, unsuspected sources of support, co-operative adjustment and show of ingenuity by all could result.

- This may also help to circumvent the limiting realities of economics and to stimulate a fresh awareness of community responsibility.
- Defined goals would be projected for short term benefits.
- Interim actions and stop-gap measures in the interest of safety would be explored toward their adoption.
- Active commitments to fulfill individual responsibilities toward chosen goals would be requested and progress report time-tables established.

One of the big advantages that could be anticipated in a properly constituted multi-level working committee is that it would allow the R.T.C. to move over somewhat and to share the hot seat with the public which would be forced to face the realities of its own roles as being primary.

As it is, the public has managed not to concentrate on citizen behaviour at the crossings, and it has been much easier, unfortunately, to point the finger at apparently unco-operative and intransigent railway authorities.

This proposal is an indication of a grass roots level of interest in the creation of a working format for co-operative effort toward a common goal.

This is also an invitation for the participation of all the many safety responsible parties.

I would specifically invite the Railway Transport Committee

to make one of the first moves of encouragement for the creation of this council and to offer its help in the formation of a small initial multi-level committee which could examine and develop the concept.

This study has been facilitated by the co-operation of both the Chief Coroner's office of Ontario and the Railway Transport Committee. There has been only goodwill and assistance proferred in both offices, for which I do express my thanks.

Evelyn Boyman.

Commission canadienne des transports
Canadian Transport Commission

July 21, 1986

JUL 24 1986

Mr. T.G. Smith,
Assistant Deputy Minister,
Safety and Regulations,
Ministry of Transportation and Communications,
East Building,
1201 Wilson Avenue,
Downsview, Ontario.
M3M 1J8

A. C. [illegible]
M. Halliday
T. McCullagh
D. Earch
L. Corey
D. Smithers
J. Davis
D. Ellis 2.9
B. Lynch
L. Morrison
P. Cooney
J. Fensound

11(M)

Dear Mr. Smith:

Submission by Mrs. Evelyn Dorfman on Pedestrian Safety at Railway Crossings

Some two years ago the Railway Transport Committee established a Working Group on Railway Crossing Accidents, which serves as an advisory group to assist the RTC on safety at the highway/railway interface. This Working Group meets at least four times a year and has wide representation from parties who are involved in accident prevention including the railways, railway labour, the Canada Safety Council, the Federation of Canadian Municipalities, the police, the Roads and Transportation Association of Canada, Transport Canada and Operation Lifesaver.

The Working Group examines ways in which crossing accidents can be reduced and it works in close cooperation with Operation Lifesaver to ensure that there is no conflict or duplication of effort. As an indication of the activities covered by the Working Group, I enclose a copy of the Minutes of the second meeting held this year. This is enclosed only to give a flavour of the work covered and it is not necessary for you to examine this enclosure in any detail. As an aside, I should mention that I was not present at this particular meeting, but that this is the only meeting that I have ever missed.

Over the last year, RTC staff have been approached by Mrs. Evelyn Dorfman who has been preparing a paper entitled "Pedestrian Safety at Railway Crossings: An Overview and Suggestions". Mrs. Dorfman's research and subsequently her paper were discussed by the RTC Working Group at a number of meetings, commencing approximately in mid-1985. After receipt of her paper, comments were prepared by RTC staff, although these do not necessarily represent the official position of the Railway Transport Committee. A copy of Mrs. Dorfman's paper and RTC staff comments are enclosed.

In view of Mrs. Dorfman's interest in this subject and the thorough manner in which she had undertaken her research, Mrs. Dorfman was invited to attend the last meeting of the RTC Working Group, which took place in Hull on July 17. A very useful discussion of Mrs.

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Dorfman's paper took place. Although Mrs. Dorfman had a few comments on the RTC staff's written reaction to her paper, her major point was that her proposal for a multi-level organization for improved railway crossing safety had not been addressed in the RTC staff paper. Mrs. Dorfman was, of course, correct in this statement and her major proposal was discussed at some length at our July 17 meeting.

The problem which concerned many members of our Working Group was that the establishment of another organization could be duplicative of the education activities already underway by such organizations as Operation Lifesaver, the Canada Safety Council, the railways themselves and the Regional Offices of the Railway Transport Committee. However, the number of organizations which is optimal to address any problem in public policy is always a matter of debate and none of the members of our Working Group were taking a hard line on this issue.

At the close of the meeting, two follow-up actions were agreed. Firstly, Operation Lifesaver and RTC staff agreed to meet with the City Council or the Works Committee of Mississauga in order to discuss railway crossing problems in that city. This would probably be organized on the basis of a public forum. Follow-up action on this was left with David Atkins, who represents the Federation of Canadian Municipalities on our Working Group and we will be hearing from him in due course. Secondly, it was agreed that I should write to the Province to inform you of this proposed meeting in Mississauga and to bring to your attention Mrs. Dorfman's proposal for a province-oriented organization on railway crossing safety. Mrs. Dorfman would be willing to meet with you to discuss matters further and, if you wish, representatives of Operation Lifesaver and RTC staff would also be willing to attend such a meeting.

Yours sincerely,

J. Heads,
Executive Director,
Railway Transport Committee,
Ottawa, Ontario.
K1A 0N9

c.c. - no enclosures - Mrs. Evelyn Dorfman,
22 Shelborne Avenue,
Toronto, Ontario.
M5N 1Y7

Mr. Roger Cyr,
National Director,
Operation Lifesaver,
1117 Ste. Catherine St. West,
Montreal, Quebec.
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Mr. David M. Atkins,
Manager of Engineering Services,
Works Department,
Corporation of the City of Nepean,
3825 Richmond Road,
Nepean, Ontario.
K2H 5C2

Commission canadienne des transports | Canadian Transport Commission

July 31, 1986

RECEIVED
AUG 7 1986
CTC

1(p)

SEE ATTACHED LIST

Re: Cost Apportionment of Grade Separations

The comments from all parties on the RTC sumary of submissions which was sent out in March have been reviewed and an up-date on the various positions is attached for your information.

The next step in the process will be a meeting of the parties to exchange views and discuss the points on which there is variance with a view to narrowing these to the extent possible. I suggest a meeting in Ottawa on September 16th, 1986 and ask that, in your reply to the attached sumary, you advise who will represent your company or organization. It is my hope that a single one-day meeting will enable us to establish the final positions of the respective parties. A representative from Transport Canada will be in attendance at the meeting to explain the role of federal funding in future grade separation work.

Following this meeting the parties will be invited to submit in writing their final positions which will be incorporated into an RTC staff report to the Railway Transport Committee for a decision.

Yours truly,

FOR ACTION ON
NOTES AND INFO

A ✓
M. Hall
T. McCa
✓

K.C. Tikkanen
Director General
Engineering Branch
Railway Transport Committee
Ottawa, Ontario
K1A ON9

c.c. Mr. S.A. Cantin
General Solicitor
Canadian National Railway Co.
P.O. Box 8100, Station A
Montreal, P.Q.
H3C 3N4

Mr. J.L. Bowles
General Solicitor
Canadian Pacific Limited
Windsor Station
Montreal, P.Q.
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19)

LIST OF ADDRESSEES

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M3M 1J8

Mr. David M. Atkins P. Eng.
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2 Place Ville-Marie
Montreal, Quebec
H3B 2G6

1(m)

July 1986

Revised Summary of the Positions of the Parties
Cost Apportionment of Grade Separations

In the joint Provincial response dated December 3, 1985 a proposed formula was submitted with the order of items changed slightly from the RTC proposed formula. The recent comments from CP refer to the Provinces' proposal item by item and the Provinces in their latest submission reaffirmed their former stated position. It seems convenient therefore, for this summary of comments to follow the order of the Provinces' proposed formula.

1. Construction

(a) (i) The condition that a grade separation will replace a crossing at grade or will divert therefrom "substantially all traffic" is supported by the Provinces but is not acceptable to the CP, CN and ONR.

(ii) The concept of a basic grade separation with additions and improvements does not appear to be interpreted in the same way by the Provinces and the Railways. In any event, there is not agreement between the parties on this matter.

(iii) The item of replacing a grade separation with a crossing at grade is accepted by the Provinces but CP states that this does not result in a benefit to the railway.

The Provinces propose that the cost apportionment ratio be 75% by the applicant and 25% by the other party, after a federal grant. CP, CN and ONR accept this with stated conditions which include an upper limit for the Railway contribution.

(b) This item states that the additions and betterments will be paid for by the party requesting them. CP indicates agreement if the Basic

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Separation is adequately defined. This appears to be a contradiction, since CP and CN say that the basic structure should include a reasonable allowance for future expansion.

2. Maintenance

(a) The maintenance of overhead bridge structures by the highway authority is acceptable to CP and ONR except that CP says lighting should be included in this responsibility.

(b) For subway structures, CP suggests that retaining walls should be maintained by the highway authority rather than by the railway.

3. New Routes

(a) (i) The Provinces changed the RTC proposal, so that the applicant would pay 75% of the cost and the other party 25%. CP and ONR state that the applicant should pay 100% of the cost, to maintain the seniority principle for crossings of new routes.

(ii) There is agreement that the RTC should resolve any dispute between the parties.

(b) Agreed by CP that the maintenance of new route structures should be as stated in clause 2 with the suggested revisions.

(b) the parties also agreed that the cost of reconstruction of a grade separation originally constructed on a new route should be as in clause 1.

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4. Partial Reconstruction

There is agreement between the Provinces, CP and ONR that this provision should be deleted.

5. Federal Assistance

[redacted]

Clearances and Pier Protection

A. Overhead Bridges

Vertical Clearance

The Provinces propose that the minimum vertical clearance should be 23'-6" above the base of rail and the increase for electrification to 26' above the top of rail would be an extra, at the cost of the railway. CP states that if current highway standards are to be accepted, the 26 ft. clearance for the railway on certain routes should be standard.

Lateral Clearance

There is agreement by CP with the clearance dimensions as proposed by the Provinces but the Provinces propose that the 26 ft. clearance for a roadway and for future tracks should be extra, whereas CP claims that these are basic, for the future use of its right-of-way.

B. Subway

The Provinces propose that subway clearances should be "according to the highway authority" and both CP and ONR submit that the clearance dimensions

should be defined as is done for the railway.

C. Pier Protection

There is agreement between the Provinces and both CP and ONR for pier protection "where considered necessary" as part of the basic structure, but CP wants to determine where it is necessary.

Temporary Track Diversions - ONR accepts 30 mph on these tracks, but CN states that the permissible speed should be two-thirds the normal zone speed on the subdivision, except during work periods on the project when the speed would be reduced.

The Position of the Federation of Canadian Municipalities (FCM)

The FCM, though not expressing its position in detail on each of the issues at this time, has stated that it is more closely aligned to the position held by the Provinces. However FCM believes that the unresolved issues can best be handled in face to face negotiation with all concerned, and therefore awaits the convening of the meeting to begin such negotiation.

Commission canadienne des transports | Canadian Transport Commission

1(c)

August 7, 1986

Mr. J. Knight, Esq.
Executive Director
Federation of Canadian
Municipalities
24 Clarence Street
Ottawa, Ontario
K1N 5P3

Dear Sir:

As you know, the Railway Transport Committee (RTC) of the Commission has among its other responsibilities that of regulating grade crossing construction and improvements. One source of assistance to the RTC in this goal is through the Working Group on Crossing Accidents which entails membership from the railway industry, the RCMP, the Roads and Transportation Association of Canada, the Federation of Canadian Municipalities and the Federal Government.

At a recent meeting, the Working Group considered the role and effectiveness of train whistling in crossing safety and in particular it discussed a submission received from the Railway Association of Canada (RAC), a copy of which is attached. You will note that, in addition to advancing views on the role of whistling, the paper goes on to offer various options for improving crossing safety including several which deal with methods of warning motorists or of controlling road traffic approaching a grade crossing.

The Working Group decided that it would be productive to refer the RAC paper to the Federation of Canadian Municipalities and to formally request its views in order that we could benefit from the comments and suggestions of an organization which is knowledgeable in the roads/highway domaine.

It would be greatly appreciated if you could provide the views of the Federal of Canadian Municipalities at your earliest convenience.

Yours truly,

for K.C. Tikkanen
Director General
Engineering Branch
Railway Transport Committee

✓ c.c. Mr. Dave Atkins.

FOR ...
NOTE ...
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1 (w) 1

Submission to the Working Group on Railway Crossing Accidents under the Chairmanship of Dr. J. Heads, Executive Director, Railway Transport Committee, Canadian Transport Commission

This has reference to a discussion at meetings with the RTC Working Group on Railway Crossing Accidents concerning the sounding of engine whistles, as required by CTC General Order O-8, Uniform Code of Operating Rules, and other matters relating to crossing safety.

Since the beginning of railroading in North America, crossing protection has been the conventional cross-buck sign, augmented by systems that range from manually operated full gates to automatic systems consisting of flashing lights, bells and full or short arm gates, activated by approaching trains.

The laws and interpretations of those laws varied from Province to Province in Canada and between States in the U.S.A. Where cross-buck signs were displayed, they included words such as "Stop, Look and Listen", which was universally understood. We presently use a reflectorized cross-buck sign without words, but it was not intended that the action of the vehicle driver would change, in other words, he would continue to Stop, Look and Listen. As a simple means of getting back to what was originally intended at crossings protected by cross-buck signs, some States in the U.S.A. and in some areas in Canada, conventional STOP signs have been installed, which are universally understood by all vehicle drivers.

Where automatic protection is provided using flashing lights and bells, few laws require drivers to "Stop and Stay" when alarms are sounded; most laws stipulate that vehicles may "proceed as it is safe to do so."

This proliferation of laws and the somewhat inadequate enforcement of those laws has, in the opinion of the railways, confused vehicle drivers to the point where most drivers would not know precisely what is required of them at crossings. One of the first things that needs to be done is to ensure the laws in each Province in Canada, read the same, are uniformly interpreted and are enforced by our police officers. This in itself will reduce crossing accidents.

What has not changed, over the years, is the speed of trains. Passenger trains seldom reach speeds in excess of 90 MPH in today's operations. Passenger train speeds exceeded 90 MPH in many areas during steam engine days, even prior to the 1940's.

There are some things that have changed during the same period of time and that is the number of vehicles on our highways and the number of railway crossings at grade.

With reference to the sounding of the locomotive whistle and the ability of vehicle drivers to hear the whistle sounds, technology improvements have been made in automobile manufacturing, and features have been added that have adversely affected the vehicle driver's ability to hear audible alarms, such as the engine whistle. Some of these features are:

- the sound proofing qualities of vehicles (a major selling point with some manufacturers)

- radios and high volume stereo equipment

- air-conditioning and heater fans

- closed windows on air-conditioned vehicles

These conditions, although very nice to have, have nevertheless changed the vehicle driver's environment and affect his safety at railway crossings at grade. What has not changed is the speed of the trains or the sound level of whistles and bells.

It then becomes a question of how effective the engine whistle is to alert vehicle drivers and whether it is reasonable to require the engine whistle to be sounded a greater distance from the crossing than the "at least one quarter mile" presently required.

To move the whistle post further than this 1/4 mile standard will decrease the audibility of the engine whistle by the driver of the highway vehicle. In the August 1978 Highway Grade Crossing Handbook of the Federal Highway Administration, a research report is quoted as determining that for vehicles travelling less than 15 MPH, a sound level of 101 decibels is required to alert the driver, for increased speeds, higher decibel levels are required. However, this decibel level is close to the maximum tolerance of 110 db. for the occupants of the locomotive cab. In fact, at less than 1/4 mile distance, in differing conditions of train speed and highway vehicle speed, the decibel level at the vehicle does not reach the required sound level to alert the driver in time to take appropriate action.

Thus, to require the sounding of the engine whistle a greater distance from the crossing than 1/4 mile will decrease safety at crossings.

A survey of railways in the United States to determine the distance at which engine whistle is first sounded approaching crossings indicated that 48 States require a 1/4 mile warning or less. The State of Tennessee requires a 1 mile warning, while the State of West Virginia requires "sufficient time." It can be seen, therefore, that the 1/4 mile standard is prevalent in the North American railway industry.

Another point to consider is, since all whistle posts are now situated one quarter of a mile from all railway crossings which is a railway standard, all Running Trade employees are aware that, when the post is sighted, the train has exactly one quarter of a mile to travel before occupying the railway crossing. Should the location of the whistle change, this would bring an element of uncertainty to railway standards.

Another factor, which must be considered, is the braking distance of trains. As previously mentioned, the speed of trains over the years has not changed. The moving of such a huge mass cannot be readily stopped and even in emergency brake situations, the stopping distance for a 100 car train could be as much as a mile or more. Not so the highway vehicle.

Also, unlike the highway vehicle, a train cannot deviate from its path, it cannot take evasive action if a collision is imminent, only the highway vehicle has that opportunity. It is apparent then that the focus of grade crossing safety efforts must be on the highway vehicle.

There is a particularly dangerous circumstance on multiple track where the rear of a train in one direction clears the crossing just before a train in the opposite direction reaches it. The gates will stay down to protect the motor vehicles, but the engine whistle is an important warning to pedestrians and cyclists, who tend to cross around the gates as soon as the rear of the first train passes.

The railways are of the opinion that we are faced with the following options:

- provide grade separations (costly and impractical at all locations)
- provide full barrier gates, lights and bells (some safety hazard in trapping vehicles)
- provide half gates, lights and bells
- provide lights and bells
- provide cross-buck signs with universal laws
- provide passive advance warning signs at all crossings
- provide conventional stop signs
- enforce speed of 20 MPH for motor vehicles approaching the rail/highway crossing

In summary, the railways recommend that no change be made to the positioning of 1/4 whistle post signs nor to the requirement that the whistle be sounded at least 1/4 mile from railway crossings at grade.

That extending the distance the whistle is to be sounded, due to the decibel sound levels required to alert the driver, is not a practical solution.

Serious consideration should be given to placing conventional stop signs at crossings where limited sight lines exist, with appropriate advance warning signs.

That the speed of vehicles be reduced according to sight lines approaching each crossing.

That educational programs be continued to ensure drivers understand that vehicles must stop, look and listen at crossings protected by cross-buck signs.

That vehicles must come to a full stop when alarm lights and bells are sounded and only then proceed as it is safe to do so.

Make a cross-Canada study to remove all unessential crossings.

Increase the funds necessary to provide automatic protection at more crossings.

Remove the requirement to sound whistle at crossings protected by gates, lights and bells on single track, except for lightly used trackage.

May 1, 1986
Montreal, Que.
(39.4-1-3)

MEMORANDUM

File: 11 141 00045
17 111 82126

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

November 26, 1986

OPERATIONS/WORKS DEC 10 1986

9488

J.05.82043

SUBJECT: Central Traffic Signal Control System Update
Request #330-86

SOURCE: Engineering and Works

COMMENTS: For all practical purposes the Central Traffic Signal Control System (C.T.S.C.S.) is completed. Upon completion of all existing deficiency items and termination of the ninety day "Observation" period, final acceptance of the system barring unforeseen problems, should be made on or about February 15, 1987.

In order to test the complete operation of the C.T.S.C.S. during these final stages of acceptance, our intersection control strategies have been limited. Now that we have completed these crucial periods, we intend to fine tune the operation of the system to the needs of the roadway networks. Examples of our major future operational adjustments are as follows:

1. Place intersections in "Local" mode of operation during late evening to early morning periods. This action would return the individual intersection to its own control mode thereby minimizing delays to motorists entering the intersection from the cross streets.

2. Update our system optimization program to create a better on-line operation with the central system. This system offers a wide range of control strategies. Included in this will be adjustments to arterial progressions, local intersection timings, etc.

3. Review system field hardware maintenance procedures to optimize level of service of overall system performance.

With regard to the suggestion of night flash, we cannot recommend this form of operation. This form of control is not warranted from a safety standpoint especially when we have an alternative of "Local" control mode which provides a much better alternative in resolving the problem of motorists' delay.

Continued. . . . .

2(a)

The operation of vehicle progression along a roadway is impacted by a large number of conditions. Some of these include speed of vehicles, directional splits of volumes between sets of signals, intersection spacing and other major roadway connections, all contribute to effect progression. These conditions are further complicated by the actuated form of control operated at each of our individual signalized intersections. It must be pointed out that we are attempting to service the majority volumes of traffic as well as to effect optimization of network progression. During our ongoing fine tuning of the C.T.S.C.S. progression will become even more evident to the roadway users. We have had favourable comments from various sources with respect to improved travel times along roadways such as Lakeshore Road, Bloor Street, Burnhamthorpe Road, etc.

RECOMMENDATION: That the report of the Commissioner of Engineering and Works on the Central Traffic Signal Control System dated November 18, 1986 be received, and that a further report be prepared on the operation of the system in April 1987.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

GL/dm
0491E

MEMORANDUM

File: 11 141 00045
13 211 00214

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

November 18, 1986

OPERATIONS/WORKS DEC 10 1986

SUBJECT: Traffic Safety Council Recommendation 80-86.

SOURCE: Operations and Works Meeting of November 12, 1986.

COMMENTS: The Operations and Works Committee at its meeting of November 12, 1986 considered the following recommendation of the Traffic Safety Council:

"TSC-80-86 (a.) That the previous decision of the Traffic Safety Council in accordance with the policy for Receiving Requests for Adult Crossing Guards, that crossing guards not be provided for students who are picked up and discharged by school buses be upheld.

(b.) That the Peel Board of Education be requested to ask the parents whose children cross at Bud Gregory Boulevard and Central Parkway to be aware of the traffic situation at this location, and to direct their children to utilize the nearest stop lights when crossing Central Parkway to catch a school bus."

9357
NOV 28 1986
F.06.03.02

This recommendation was deferred in order that the Operations and Works Committee and Council may review the policy of providing no crossing guards at school bus pick-up points. The Operations and Works Committee also requested that Engineering and Works Department address whether we should have input into the school bus stop locations in order that they can be tied with existing guards, traffic lights or stop signs.

Continued. . . . . .

3(a)

Council at its meeting of April 9, 1984 adopted the recommendations of the Traffic Safety Council which established policies with respect to the placement of adult crossing guards. The many policies established at that time were practices used by Traffic Safety Council in evaluating requests for adult crossing guards, but that had not been formally adopted by City Council. The following recommendation with respect to the provision of adult crossing guards at school bus stops was adopted by City Council:

> "(g.) Crossing guards not be provided for students who are picked up and discharged by school buses."

With respect to Engineering and Works Department input into the location of school bus stops, we would advise that both Boards of Education have staff whose specific job is to route school buses in the most efficient and safe manner. This includes the locating of student pick-up locations. Their staff are fully aware of the traffic controls in the areas and, therefore, it would not be required for our direct involvement in the locating of bus stops. Where possible the Boards route their buses to make use of existing traffic control devices and to avoid school bus stop locations on major roads. This is not to say that where we or City Council has a concern with a location, that the Boards of Education have not been requested to relocate a stop location. We have found both Boards responsive to our concerns in the past.

With regard to the placing of adult crossing guards at school bus stops, the previously mentioned policy is based on the Highway Traffic Act requirement that all traffic come to a complete stop when a school bus is stopped and has its flashers activated. This we feel provides children an adequate level of safety when crossing the road. It is however incumbent upon the parents and Boards of Education to educate the children on the proper method of crossing at a school bus stop, that is, to wait on their side of the road and to cross only when the school bus has stopped, activated the flashers and <u>all</u> traffic has come to a complete stop.

With regard to the use of existing adult crossing guards, where a school bus stop coincides with an adult crossing guard, we will assist in the crossing of children. However, in most cases the school bus arrives much earlier than the time the guard is required for walking children. This would require the extension of the guard's crossing time and would result in additional costs to the City which in our opinion is not required for the reasons indicated above.

Continued. . . . . .

3161

At the subject location, it is our understanding that the Peel Board of Education has rerouted their buses to pick up children on both sides of Central Parkway East, however, the Dufferin Peel Roman Catholic Separate School Board still has children crossing at Bud Gregory Boulevard.

RECOMMENDATIONS:

1. That adult crossing guards not be installed at school bus stop locations.

2. That the Dufferin Peel Roman Catholic Separate School Board be requested to review their school bus routes with a view to eliminating the need for children to cross Central Parkway East at Bud Gregory Boulevard.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

/dm

4

MEMORANDUM

FILES: 16 111 79085
11 141 00045

To Chairman and Members of | From William P. Taylor

Dept. Operations and Works | Dept. Engineering and Works

9479

DEC 3 1986

B.06.512.02
F.02.02

November 28, 1986

OPERATIONS/WORKS DEC 10 1986

SUBJECT: Assumption of the municipal works for Coachford Way Subdivision, Plan 43M-512, located north of Britannia Road West and west of Creditview Road (sketch attached).

ORIGIN: Servicing Agreement between Markborough Properties Limited (90 Eglinton Avenue West, Toronto, Ontario, M4R 2E7), the City of Mississauga and the Region of Peel dated June 22, 1983.

COMMENTS: The subject development consists of 24 residential lots and as far as the Engineering and Works Department is concerned, the developer, Markborough Properties Limited, has complied with all the requirements of the Servicing Agreement for the installation of municipal services except for various minor above ground deficiencies in the amount of $1,117.29. The developer has provided the City with a cheque in this amount and the City subdivision repair contractor will correct these deficiencies in the 1987 construction season.

RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited under the terms of the Servicing Agreement for Coachford Way Subdivision, Plan 43M-512, located north of Britannia Road West and west of Creditview Road.

2. That the City Treasurer be authorized to release the Letters of Credit currently valued at $147,315.67 and $33,566.50 to the developer.

..... cont'd

FORM 145

RECOMMENDATIONS: (cont'd)

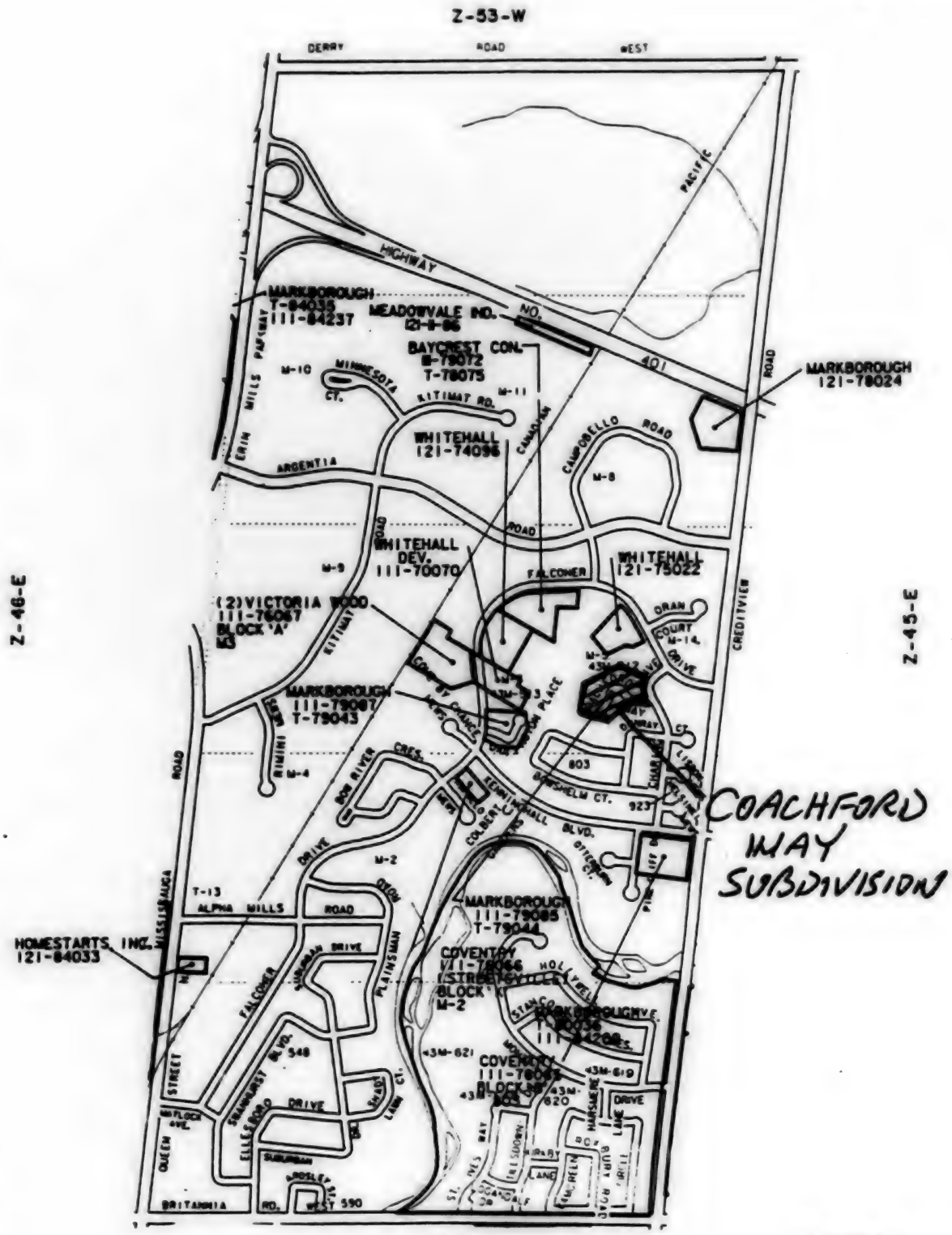
3. That a By-law be enacted establishing the road allowances within Plan 43M-512 as public highway and part of the municipal system of the City of Mississauga.

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

MWB/bmw
0630E/74E
encl.

cc: Councillor T. Southorn
W. H. Munden
P. Marchiori
D. J. Debenham
L. J. Harvey
G. J. Savage - Region of Peel

4(b)


Z-53-W
DERRY ROAD WEST
PACIFIC
HIGHWAY
401
MARKBOROUGH T-84035 111-84237
MEADOWVALE IND. 121-8-86
BAYCREST CON. M-79072 T-78075
MARKBOROUGH 121-78024
WHITEHALL 121-74096
WHITEHALL DEV. 111-70070
WHITEHALL 121-75022
(2)VICTORIA WOOD 111-76067 BLOCK 'A'
MARKBOROUGH 111-79087 T-79043
COACHFORD WAY SUBDIVISION
MARKBOROUGH 111-79085 T-79044
COVENTRY VII-78066 (STREETSVILLE) BLOCK 'K' M-2
COVENTRY 111-78065 BLOCK 'M'
HOMESTARTS INC. 121-84033
Z-46-E
Z-45-E
Z-38-W
Z-45-W

MEMORANDUM

FILES: 16 111 79087
11 141 00045

To Chairman and Members of
Operations and Works

From William P. Taylor
Engineering and Works

Dept.

Dept.

November 28, 1986

OPERATIONS/WORKS DEC 10 1986

SUBJECT: Assumption of the municipal works for Oakington Place Subdivision, Plan 43M-513, located north of Britannia Road West and west of Creditview Road (sketch attached).

ORIGIN: Servicing Agreement between Markborough Properties Limited (90 Eglinton Avenue West, Toronto, Ontario, M4R 2E7), the City of Mississauga and the Region of Peel dated June 22, 1983.

COMMENTS: The subject development consists of 19 residential lots and as far as the Engineering and Works Department is concerned, the developer, Markborough Properties Limited, has complied with all the requirements of the Servicing Agreement for the installation of municipal services except for various minor above ground deficiencies in the amount of $791.41. The developer has provided the City with a cheque in this amount and the City subdivision repair contractor will correct these deficiencies in the 1987 construction season.

RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited under the terms of the Servicing Agreement for Oakington Place Subdivision, Plan 43M-513, located north of Britannia Road West and west of Creditview Road.

2. That the City Treasurer be authorized to release the Letters of Credit currently valued at $115,860.25 and $4,323.00 to the developer.

RECEIVED
9475
DEC 1986
B-06-513.02
F-02.02

..... cont'd

FORM 149

5(a)

RECOMMENDATIONS: (cont'd)

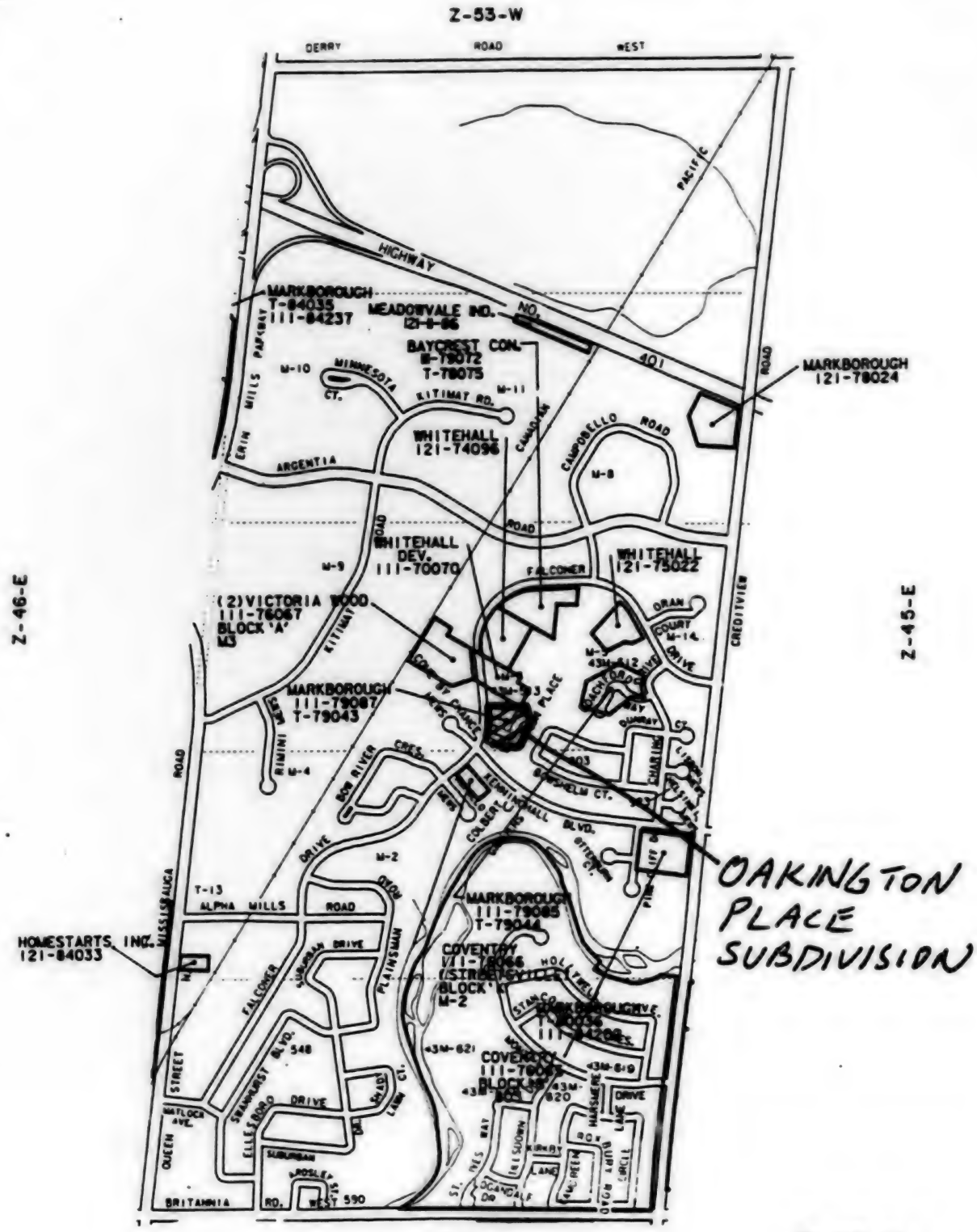
3. That a By-law be enacted establishing the road allowances within Plan 43M-513 as public highway and part of the municipal system of the City of Mississauga.

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

MWB/bmw
0630E/74E
encl.

cc: Councillor T. Southorn
W. H. Munden
P. Marchiori
D. J. Debenham
L. J. Harvey
G. J. Savage - Region of Peel

5(m)


Z-53-W
DERRY ROAD WEST
PACIFIC
HIGHWAY
401
MARKBOROUGH T-84035 111-84237
MEADOWVALE IND.
BAYCREST CON. II-79072 T-79075
MARKBOROUGH 121-78024
ERIN MILLS PARKWAY
MINNESOTA CT.
KITIMAT RD.
WHITEHALL 121-74096
CAMPOBELLO ROAD
ARGENTIA ROAD
WHITEHALL DEV. 111-70070
WHITEHALL 121-75022
FALCONER
ORAN COURT
CREDITVIEW ROAD
Z-46-E
Z-45-E
(2) VICTORIA WOOD 111-76067 BLOCK 'A'
KITIMAT ROAD
MARKBOROUGH 111-79087 T-79043
RIMINI ROAD
BOW RIVER CRES.
DRIVE
T-13 ALPHA MILLS ROAD
HOMESTARTS. INC. 121-84033
MISSISSAUGA
FALCONER STREET
SUBURBAN DRIVE
PLAINSMAN
OXON
MARKBOROUGH 111-79085 T-79044
COVENTRY VII-78066 (STREETSVILLE) BLOCK 'C' M-2
COVENTRY 111-79069 BLOCK 35
SHAWHURST BLVD.
ELLESMERE DRIVE
QUEEN STREET
BRITANNIA RD. WEST
OAKINGTON PLACE SUBDIVISION
Z-38-W
Z-45-W

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00023

6

To Chairman and Members of — From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee. — Dept. Engineering and Works Dept.

November 17, 1986

OPERATIONS/WORKS DEC 10 1986

SUBJECT: Parking Prohibition
3570 Hawkestone Road

9359

F.06.04.02

SOURCE: Mr. C.E. Brown
Indal Technologies Inc.
3570 Hawkestone Road
Mississauga, Ontario
L5C 2V8

COMMENTS: The Engineering Department has received a request from Mr. Brown requesting that parking be restricted on Hawkestone Road fronting their property. Mr. Brown has stated three reasons for this request:

1. Security: They have installed fencing for security reasons and cars parked along this fence line only adds to the insecurity, mainly because this company is engaged in various federal government contracts.

2. Safety: Motorists driving out of their driveway cannot see oncoming traffic, due to the curvature of the road.

3. Snow Removal: The clearing of snow cannot be performed properly and results in reduced access during winter months.

The Engineering Department has no objection in permitting this request as sufficient on-site parking is available and the level of safety around this curve will be improved.

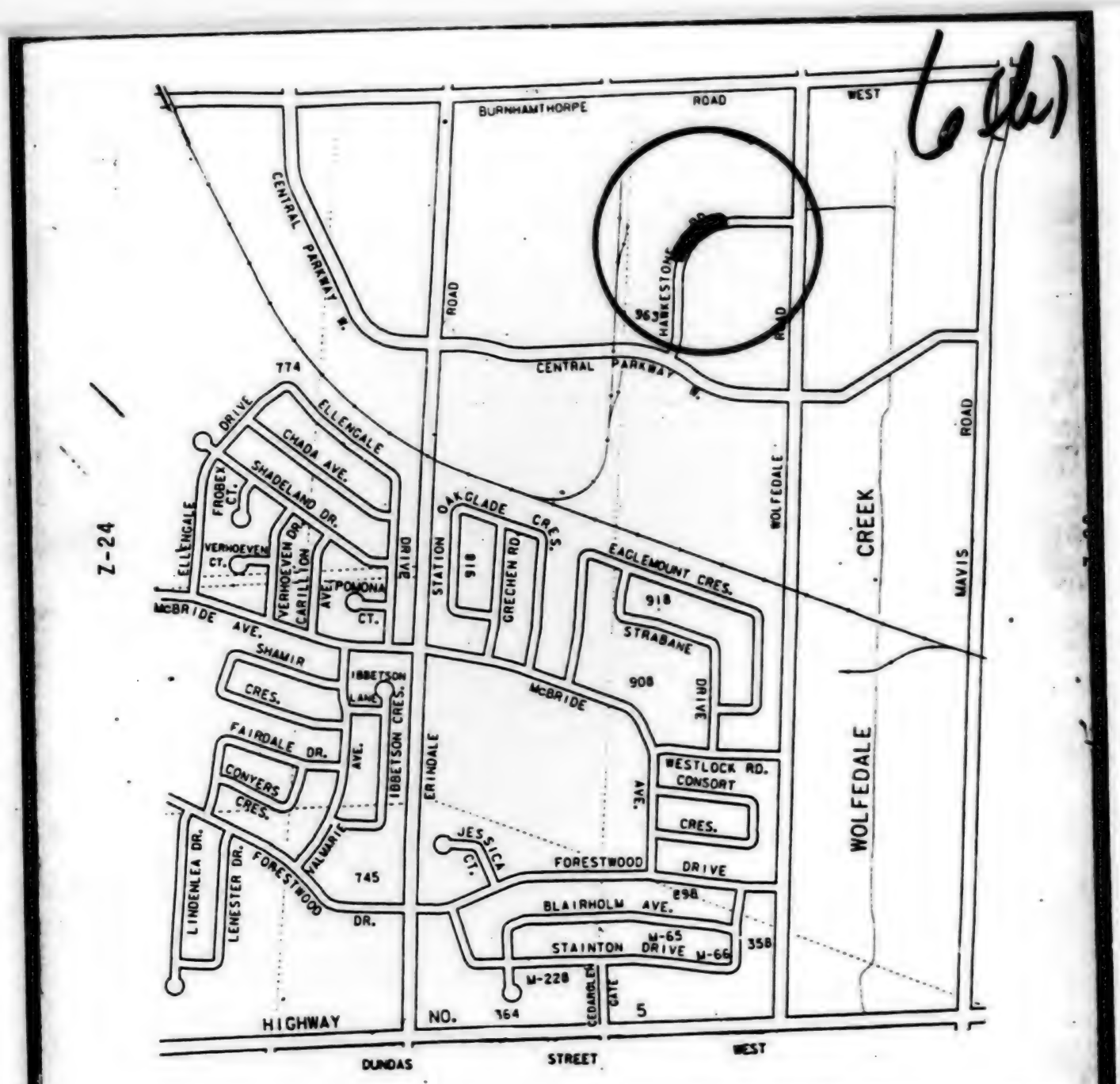
Continued. . . . . .

6(a)

RECOMMENDATION: That a By-law be passed authorizing a parking prohibition on the west side of Hawkestone Road at Street Number 3570, across the frontage of Indal Technologies Inc.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJP/dm
0491E



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

Area of Prohibition

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00056

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

November 26, 1986.

OPERATIONS/WORKS DEC 10 1986

SUBJECT: Request for extended parking on Kilbride Crescent.

SOURCE: Petition from Mr. Claude Blondin, 3160 Kilbride Crescent, Mississauga, 824-4232 (593-3147), through Councillor Southorn's office.

COMMENTS: The Engineering Department is in receipt of a petition from a Mr. Claude Blondin, on behalf of a number of residents of Kilbride Crescent. The petition requests that 12-hour parking be permitted on one side of this roadway.

RECEIVED
9463
DEC 3 1986
F.06.04.02

Engineering personnel have reviewed this request and have determined that each of the residences on Kilbride Crescent (single-family homes) have a garage and a driveway which will accommodate at least one and in many cases two vehicles. This translates to a minimum of 200% and in some cases 300% on-site parking availability. It appeared that a number of driveways could be widened to accommodate additional vehicles.

Since extended on-street parking shall only be considered in residential areas where less than 200% on-site parking is available with no room for driveway expansion, as adopted by Council in May of 1984, we cannot approve the request on Kilbride Crescent.

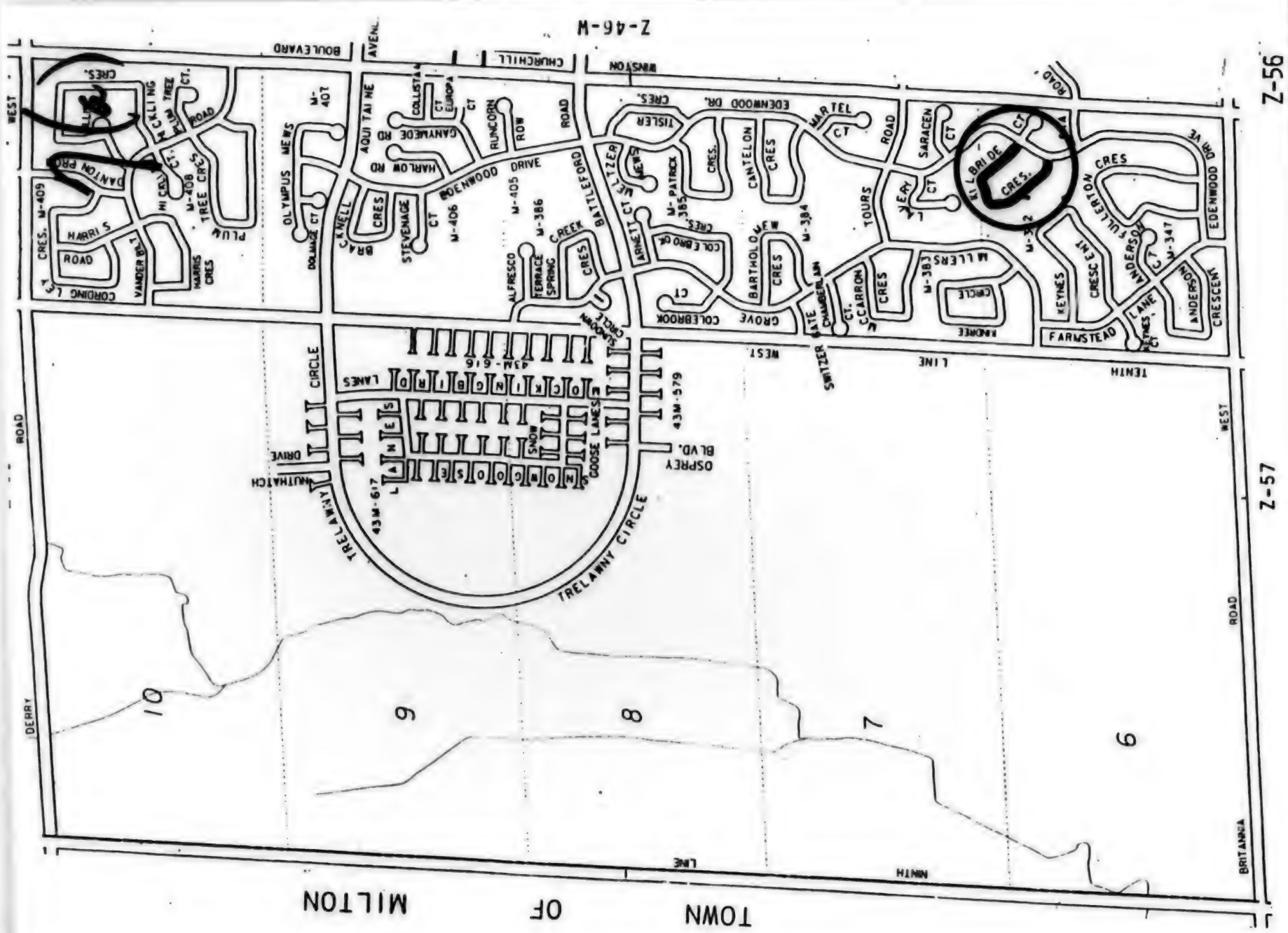
RECOMMENDATIONS: That extended parking not be implemented on Kilbride Crescent as the criteria for the evaluation of extended on-street parking was not met.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

/dab
0487E

FORM 145

Z-46-W


BOULEVARD
CHURCHILL
BRISTON
EDENWOOD DR.
CRES.
TISLER
WARTEL
CT
ROAD
SARACEN
CT
ROAD
CRES.
CANTELON
CRES
ALBRIDE
CRES.
CRES
CRESCENT
EDENWOOD DRIVE
EDENWOOD
CRESCENT
ANDERSON
CT
ANDERSON
LANE
CRES.
KEYNES
CRESCENT
FARMSTEAD
KEYNES
CRES.
CT
W-407
AQUITAINE
COLLISTAR
CT
EUROPA
CT
RUNGORN
ROW
ROAD
GANWEDE RD
HARLOW RD
OLYMPUS MEWS
DOLMAGE CT
CRES.
W-405
W-386
W-406
CT
STEVENAGE
CRES
BRAMWELL
ALFRESCO
TERRACE
SPRING
CRES
CREEK
BATTLEFORD
CRES.
ARNETT CT
W-384
W-385
ST. PATRICK
CRES.
COLEBROOK
CRES.
BARTHOLOMEW
CRES
GROVE
COLEBROOK
CT.
GATE
CHAMBER LANE
CT.
CARRON
CRES
CRES
TOURS
VIEW
CT
W-382
W-383
MILLERS
CIRCLE
RAINNEE
CRES.
CRES.
W-409
HARRIS
ROAD
CORDING LA
VANDER BILT
HARRIS
CRES
PLUM
TREE CRES.
W-408
HICKLING
CT.
KING TREE
CT.
ROAD
DANTON PRO
WEST
ROAD
CIRCLE
LANES
43M-616
43M-617
43M-579
GOOSE LANES
SNOW
DRIVE
MATHATCH
OSPREY
BLVD.
TRELAWNY CIRCLE
TRELAWNY CIRCLE
43M-618
WEST
LINE
TENTH
SWITZER
Z-56
Z-57
DERRY
ROAD
BRITANNIA
ROAD
10
9
8
7
6
NINTH
LINE
TOWN
OF
MILTON

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00015

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

November 26, 1986.

DEC 10 1986
OPERATIONS/WORKS

SUBJECT: Speed limit on Paisley Boulevard in front of Mary Fix School.

SOURCE: Traffic Safety Council Request No. 94-86, October 29, 1986.

COMMENTS: The Traffic Section of the Engineering Department has been requested to expand the limits of the existing 40 km/h speed zone on Paisley Boulevard, fronting Mary Fix School. This is as a result of concerns from parents whose children attend Cashmere Public School on Cashmere Avenue, south of Paisley Boulevard, located west of Mary Fix School.

RECEIVED
9464
DEC 3 1986
F.0604/10

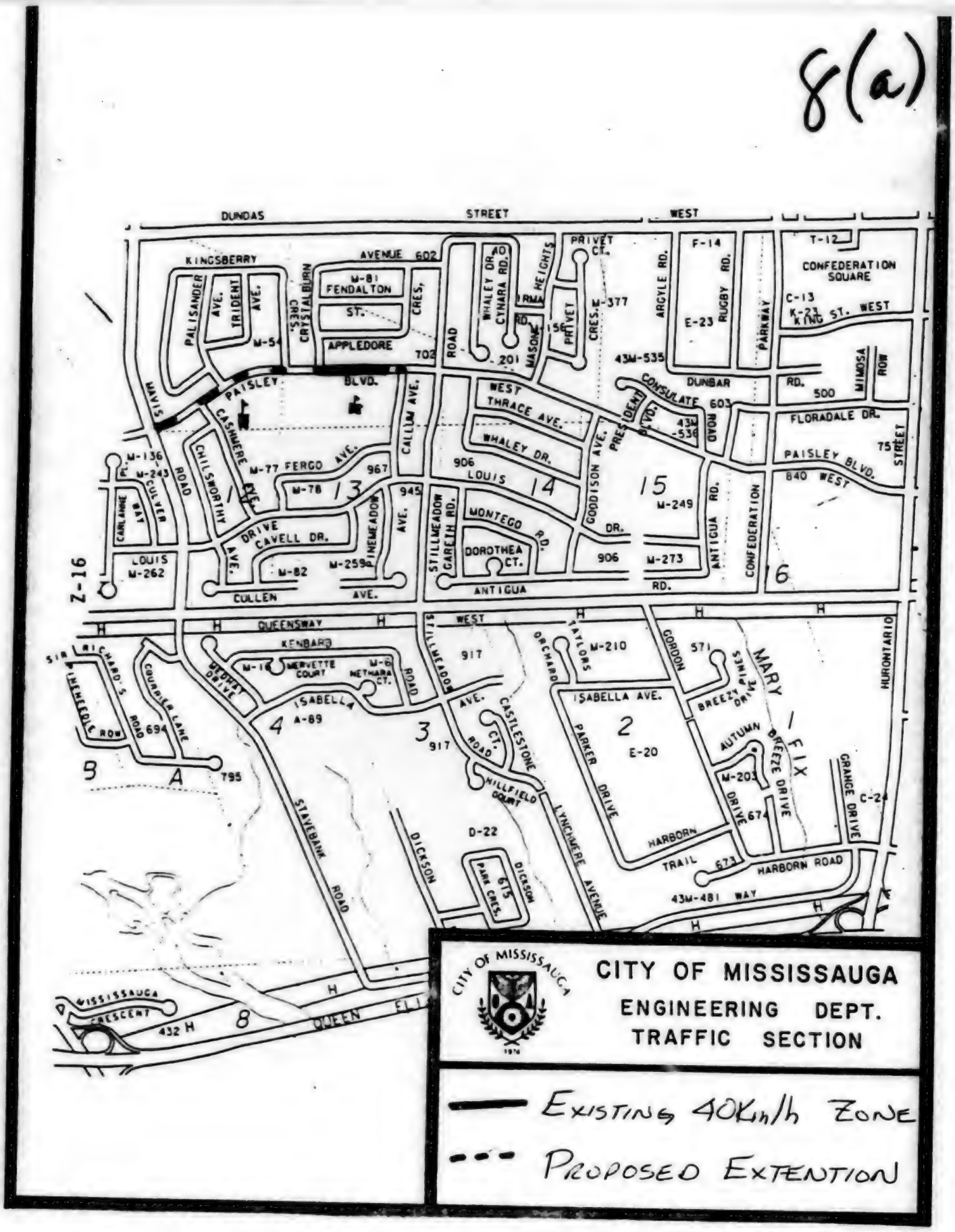
Personnel from the Engineering Department have conducted vehicle speed analyses and reviewed the existing limits of the 40 km/h signing on Paisley Boulevard in the vicinity of Mary Fix School. We have determined that an 85th %ile speed of 55 km/h exists in the 50 km/h zone west of the school. This would be considered acceptable in a residential area, from an Engineering Traffic standpoint. However, with the presence of the two schools and numerous children in the area it is our feeling that the level of safety in the area of the two schools could be improved by expanding the 40 km/h speed zone limits. Therefore, this Department would have no objection to extending the reduced speed zone from its present limits easterly to Callum Avenue and westerly to Mavis Road.

RECOMMENDATION: That a by-law be passed authorizing 40 km/h speed zone on Paisley Boulevard from Mavis Road to Callum Avenue.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJF/dab
0487E
Attach.

8(a)


DUNDAS STREET WEST
KINGSBERRY AVENUE
PALISANDER AVE.
TRIDENT AVE.
CRYSTALBURN CRES.
M-81 FENDALTON ST.
CRES.
APPLEDORE
602
703
WHALEY DR. ROAD
CYNARA RD.
IRMA HEIGHTS
RD.
MASONE
201
PRIVET CT.
PRIVET
CRES.E
377
158
ARGYLE RD.
F-14
RUGBY RD.
PARKWAY
T-12
CONFEDERATION SQUARE
C-13
K-23 KING ST. WEST
MIMOSA ROW
500
RD.
43M-535
DUNBAR
CONSULATE ROAD
603
PRESIDENT BLVD.
WEST THRACE AVE.
WHALEY DR.
CALLOW AVE.
MAVIS
PAISLEY BLVD.
CASHMERE AVE.
CHILSWORTHY ROAD
M-136
M-243
M-77 FERGO AVE.
967
906 LOUIS
13
14
15
M-249
GOODISON AVE.
FLORADALE DR.
75 STREET
PAISLEY BLVD.
840 WEST
M-78
M-82
M-259
PINEMEADOW AVE.
945
STILLMEADOW GAREIH RD.
MONTEGO DR.
DOROTHEA CT.
906
M-273
ANTIGUA RD.
CONFEDERATION
16
CARLANNE LA
COULVER
LOUIS M-262
DRIVE CAVELL DR.
AVE.
CULLEN AVE.
ANTIGUA RD.
Z-16
QUEENSWAY
KENBARD
MERVETTE COURT
M-84 NETHARA CT.
ROAD
DEERPATH DRIVE
ISABELLA
4
A-89
917
WEST
STILLMEADOW
ORCHARD
TAYLORS
M-210
GORDON
571
MARY FIX
BREEZY PINES DRIVE
HURON ST.
ST. RICHARD'S ROW
ROAD 694
COURTRIER LANE
795
B
A
3
CASTLESTONE CT.
ROAD
HILLFIELD COURT
ISABELLA AVE.
2
E-20
PARKER DRIVE
AUTUMN BREEZE DRIVE
M-203
67
HARBORN TRAIL
673
HARBORN ROAD
43M-481 WAY
GRANGE DRIVE
C-24
D-22
DICKSON
675 PARK CRES.
DICKSON
LYNCHMERE AVENUE
STAVEBANK ROAD
MISSISSAUGA CRESCENT
432 H
8
QUEEN ELI
CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION
EXISTING 40Km/h ZONE
PROPOSED EXTENTION

4

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00037

To Chairman and Members of — 9465 — From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee. — DEC 3 1986 — Dept. Engineering and Works Dept.

F.06.04.01

November 26, 1986.

OPERATIONS/WORKS DEC 10 1986

SUBJECT: Through Highway Designations.

SOURCE: Engineering and Works Department.

COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10 of By-law 444-79, as amended, a revised through highway designation within plans 43M663 and 43M671.

This is necessary to establish stop controls within the above noted plans.

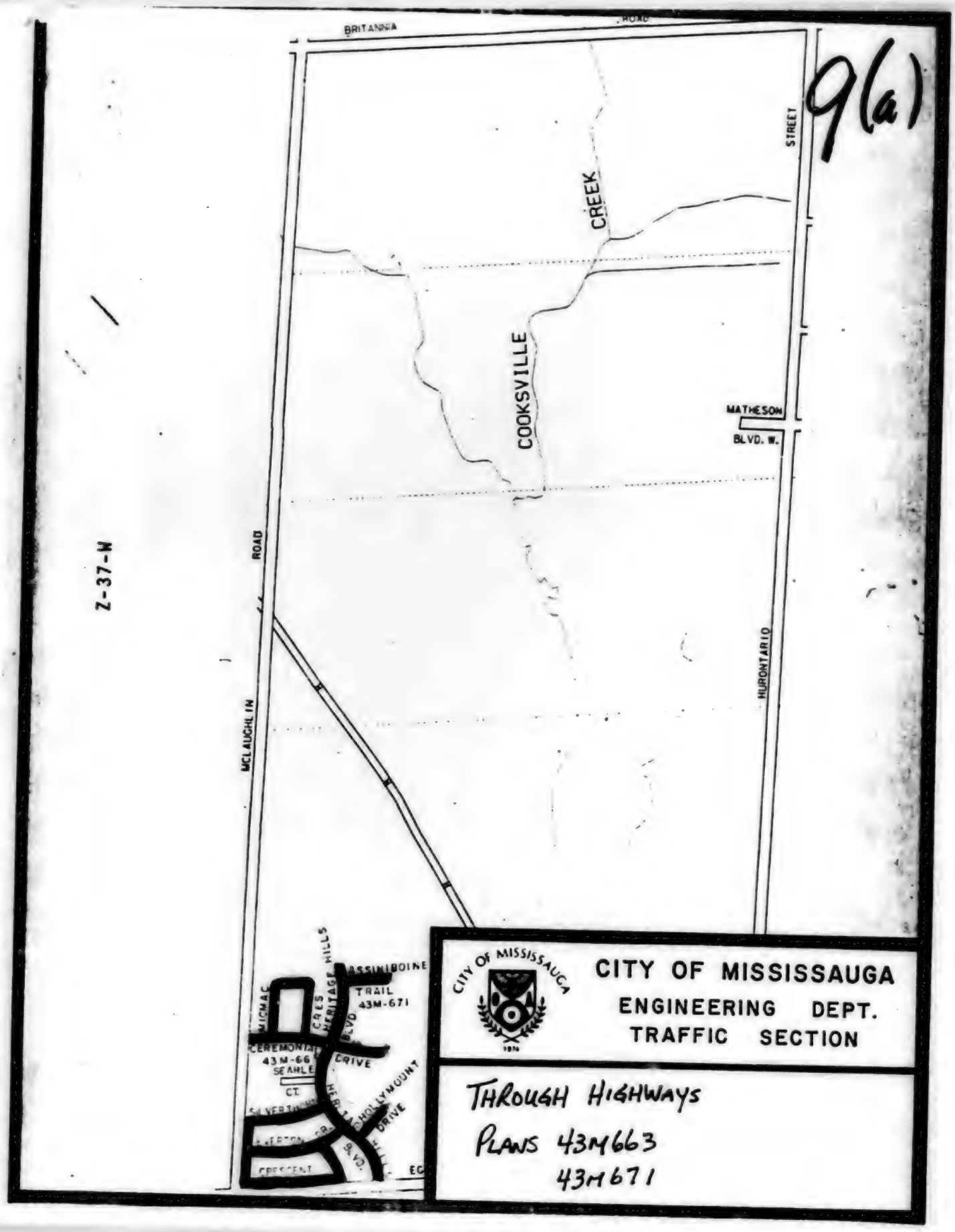
RECOMMENDATION: That a by-law be passed to authorize the designation of through highways in plans 43M663 and 43M671.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

WPT/dab
0487E
Attach.

FORM 145

9(a)


BRITANNIA
ROAD
STREET
CREEK
COOKSVILLE
MATHESON
BLVD. W.
Z-37-W
ROAD
McLAUGHLIN
HURONTARIO
ASSINIBOINE
TRAIL
43M-671
CRESCENT
DRIVE
CT.
BLVD.
CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION
THROUGH HIGHWAYS
PLANS 43M663
43M671

10

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00022

RECEIVED
DEC 3 1986
Dept. 9466

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

November 26, 1986.

F.06.04.01

SUBJECT: Through Highway Designations.

SOURCE: Engineering and Works Department.

OPERATIONS/WORKS DEC 10 1986

COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10 of By-law 444-79, as amended, a revised through highway designation within plans 43M677, 43M678 and 43M679.

This is necessary to establish stop controls within the above noted plans.

RECOMMENDATION: That a by-law be passed to authorize the designation of through highways in plans 43M677, 43M678 and 43M679.

William P. Taylor.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

/dab
0487E
Attach.

FORM 145

10(a)

Z-23
MAVIS ROAD
MARY FIX
CREEK
C-26
DUNDAS
CANADIAN PACIFIC RAILWAY
WEST
43M-677
DRIVE
REIL DRIVE
MACEDONI CRES.
CROATIA DR.
CONFEDERATION
43M-678
CENTRAL PKWY. WEST
43M-679
PARKWAY
43M-595
43M-59
ROAD 495
MELVILLE AVE. 386
PALGRAVE
ENFIELD 43M-492 PLACE
SUSSEX GATE
MATTHE
GATE
YARMOUTH DRIVE
WALFORD CT.
ELM DRIVE
376
DRIVE
CENTRAL PKWY
O'NEATH COURT
WEST
836
CRESCENT
FAIRVIEW ROAD WEST
10
433
334
ROAD
43M-557
JOAN
HANSON
494
941
GROVE
SURBRAY
DRIVE
FAIRVIEW RD.
DRAGON DR.
TECH WALESKA
HIGHWAY NO.
43 M-501
HILLCREST AVE.
ROAD
B-25
M-493
CONFEDERA
ANASTASIA
ST.
CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION
THROUGH HIGHWAYS
PLANS 43M677
678
679

11

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00042

9467

To Chairman and Members of — From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee. — Dept. Engineering and Works Dept.

DEC 3 1986

F.06.04.01

November 26, 1986.

OPERATIONS/WORKS DEC 10 1986

SUBJECT: Through Highway Designations.

SOURCE: Engineering and Works Department.

COMMENTS: The attached draft by-law has been prepared to incorporate into Schedule 10 of By-law 444-79, as amended, a revised through highway designation within plan 43M687.

This is necessary to establish stop controls within the above noted plans.

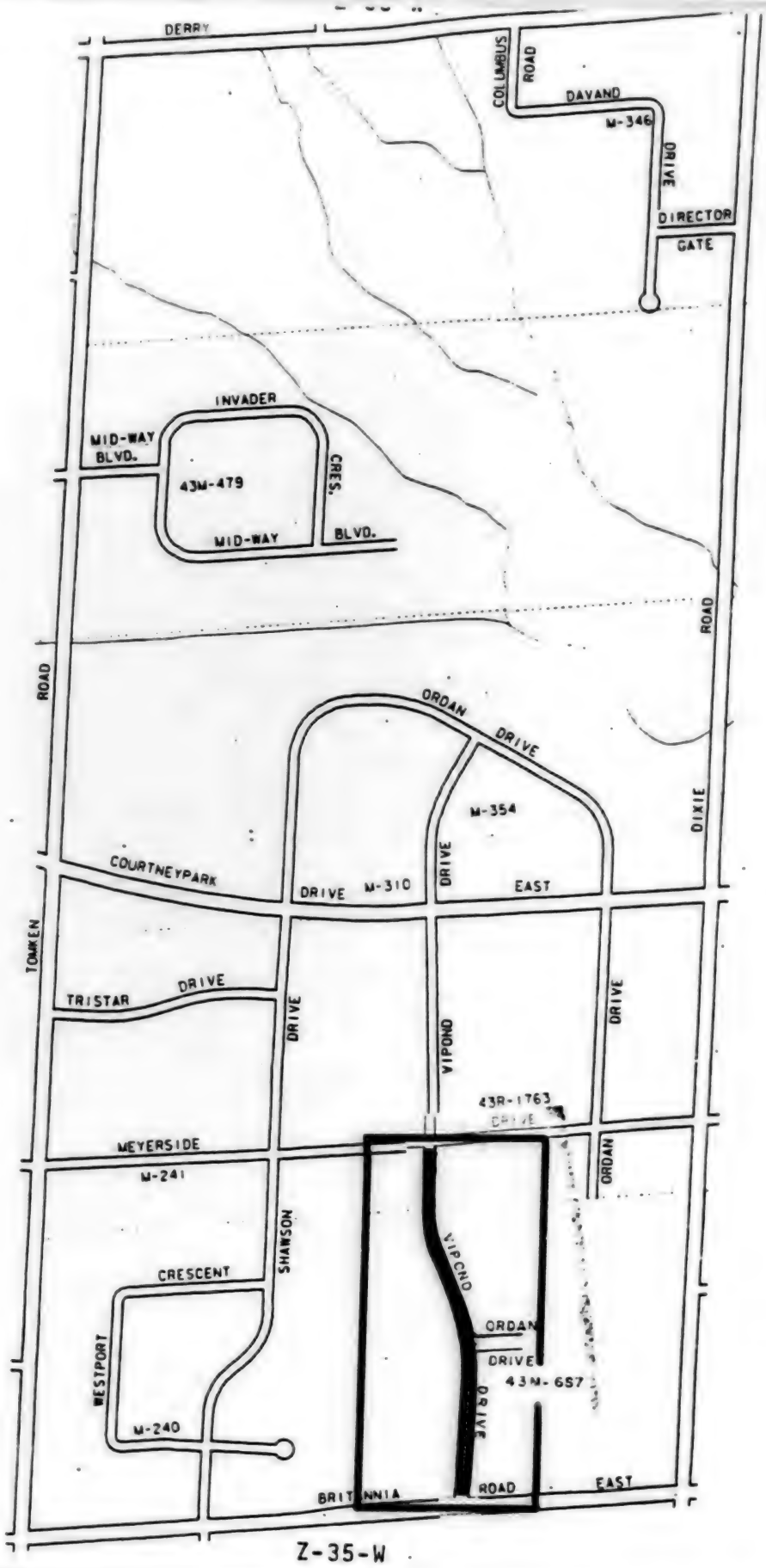
RECOMMENDATION: That a by-law be passed to authorize the designation of through highways in plan 43M687.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

dab
0487E

FORM 149

11(a)


DERRY
COLUMBUS ROAD
DAVAND DRIVE
M-346
DIRECTOR GATE
INVADER
MID-WAY BLVD.
43M-479
CRES.
MID-WAY BLVD.
ROAD
ORDAN DRIVE
M-354
DIXIE DRIVE
COURTNEYPARK DRIVE
M-310
EAST
TOWREN
TRISTAR DRIVE
DRIVE
VIPOND
DRIVE
43R-1763
MEYERSIDE
M-241
SHAWSON
ORDAN
CRESCENT
VIPOND
ORDAN DRIVE
43M-687
WESTPORT
M-240
DRIVE
BRITANNIA ROAD EAST
Z-35-W
Z-42-W
Z-43-E
Z-42-E

12

MEMORANDUM

File: 11 141 00045
12 111 00014

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

November 21, 1986

OPERATIONS/WORKS DEC 10 1986

SUBJECT: Proposed Street Names
East Credit Development Corporation 21T86072M

SOURCE: Engineering and Works

COMMENTS: The Planning Management Group has submitted the following names as proposed street names for the above noted subdivision.

Almart Road
Castlefield Drive
Corrigall Court
Crowfoot Street
Crystal Court
Daniel Creek
Diamond Hill Crescent
Donarly Drive
Dream Crest Road
Emerald Court
Fallingbrook Drive
Floral Hill Crescent
Garnet Boulevard
Grossi Street
Jade Ridge Drive
Laurel Leaf Crescent
Lichfield Road
Lismic Boulevard
Opal Creek
Peterson Boulevard
Rimon Street
Rose Ridge Drive
Sapphire Road
Segriff Drive
Sharli Road
Silver Stream Drive
Willowvale Gardens
Windsor Hill Boulevard

9353

F.02.07

This submission was reviewed by the Region of Peel Street Names Committee on November 19, 1986 and the following names were approved:

Castlefield Drive
Crowfoot Street
Daniel Creek
Dream Crest Road
Fallingbrook Drive
Floral Hill Crescent
Grossi Street
Lichfield Road
Lismic Boulevard
Rimon Street
Rose Ridge Drive
Segriff Drive
Willowvale Gardens
Windsor Hill Boulevard

The other names were refused because of duplications or confusion with similar named streets.

Continued. . . .

FORM 145

12(a)

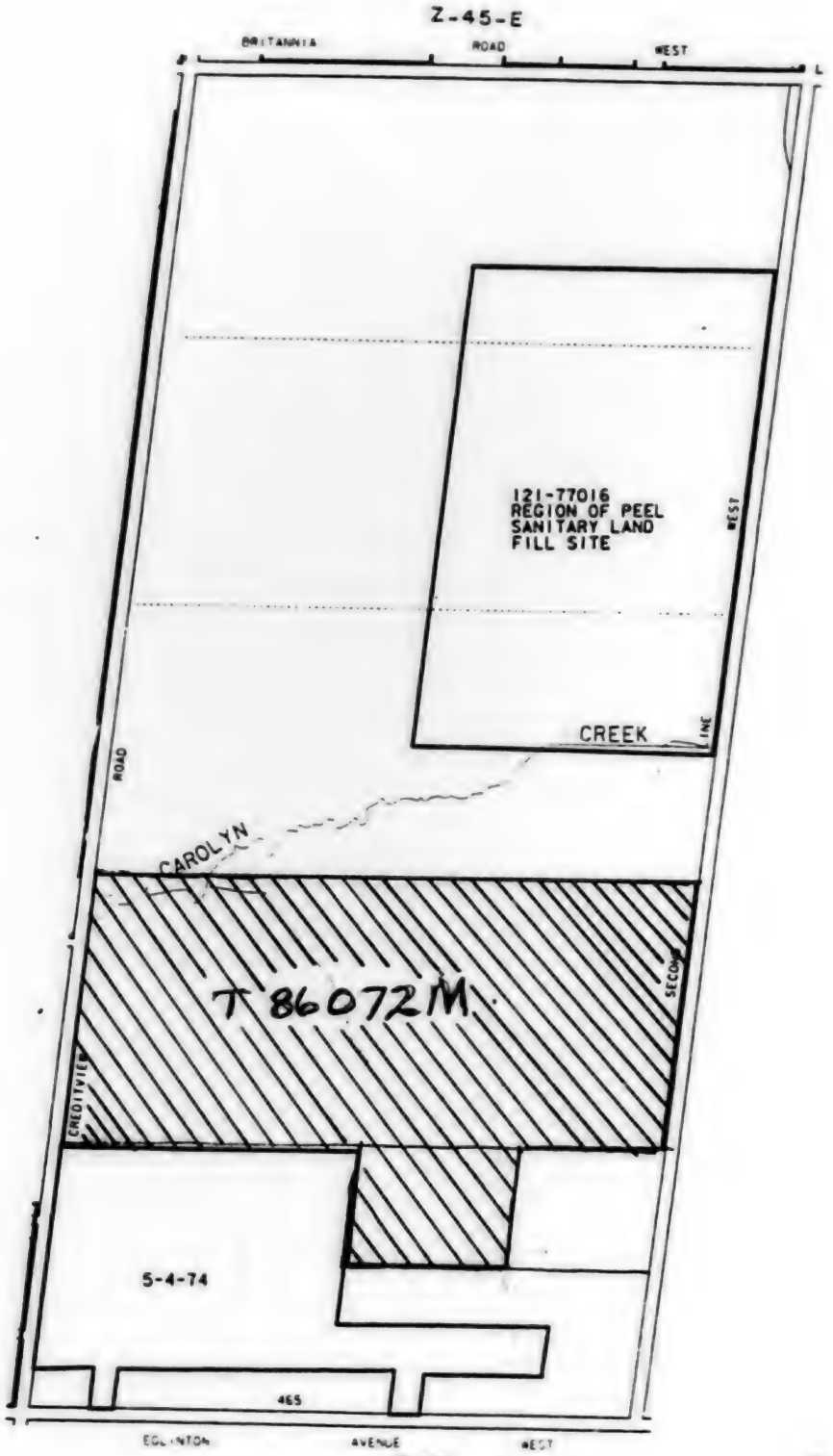
RECOMMENDATION: That the Planning Management Group be advised that the following names have been approved as street names for the East Credit Development Corporation Subdivision 21T-86072M:

Castlefield Drive
Crowfoot Street
Daniel Creek
Dream Crest Road
Fallingbrook Drive
Floral Hill Crescent
Grossi Street
Lichfield Road
Lismic Boulevard
Rimon Street
Rose Ridge Drive
Segriff Drive
Willowvale Gardens
Windsor Hill Boulevard

for William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR/dm
0491E
encl.
cc: Councillor T. Southorn

12T-


Z-45-E
BRITANNIA
ROAD
WEST
121-77016
REGION OF PEEL
SANITARY LAND
FILL SITE
WEST
Z-38-W
ROAD
CREEK
LINE
Z-37-W
CAROLYN
T 86072M
SECON
CREDITVIE
5-4-74
465
EGLINTON
AVENUE
WEST
Z-30
Z-38-E

MEMORANDUM

File: 11 141 00045
12 111 00014

15

To Chairman and Members of — 9352 — From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee. — Dept. Engineering and Works Dept.

F.02.07

November 24, 1986

DEC 10 1986

OPERATIONS/WORKS

SUBJECT: Proposed Street Name
Daniels Business Park 21T 84016M

SOURCE: Engineering and Works

COMMENTS: The Planning Management Group has submitted the following names as proposed street names for the above noted subdivision:

Bron Boulevard
Danbro Crescent

This submission was reviewed by the Region of Peel Street Names Committee on November 19, 1986 and "Danbro Crescent" was approved.

Bron was refused because of possible pronunciation confusion with "Bram" an existing street in Brampton.

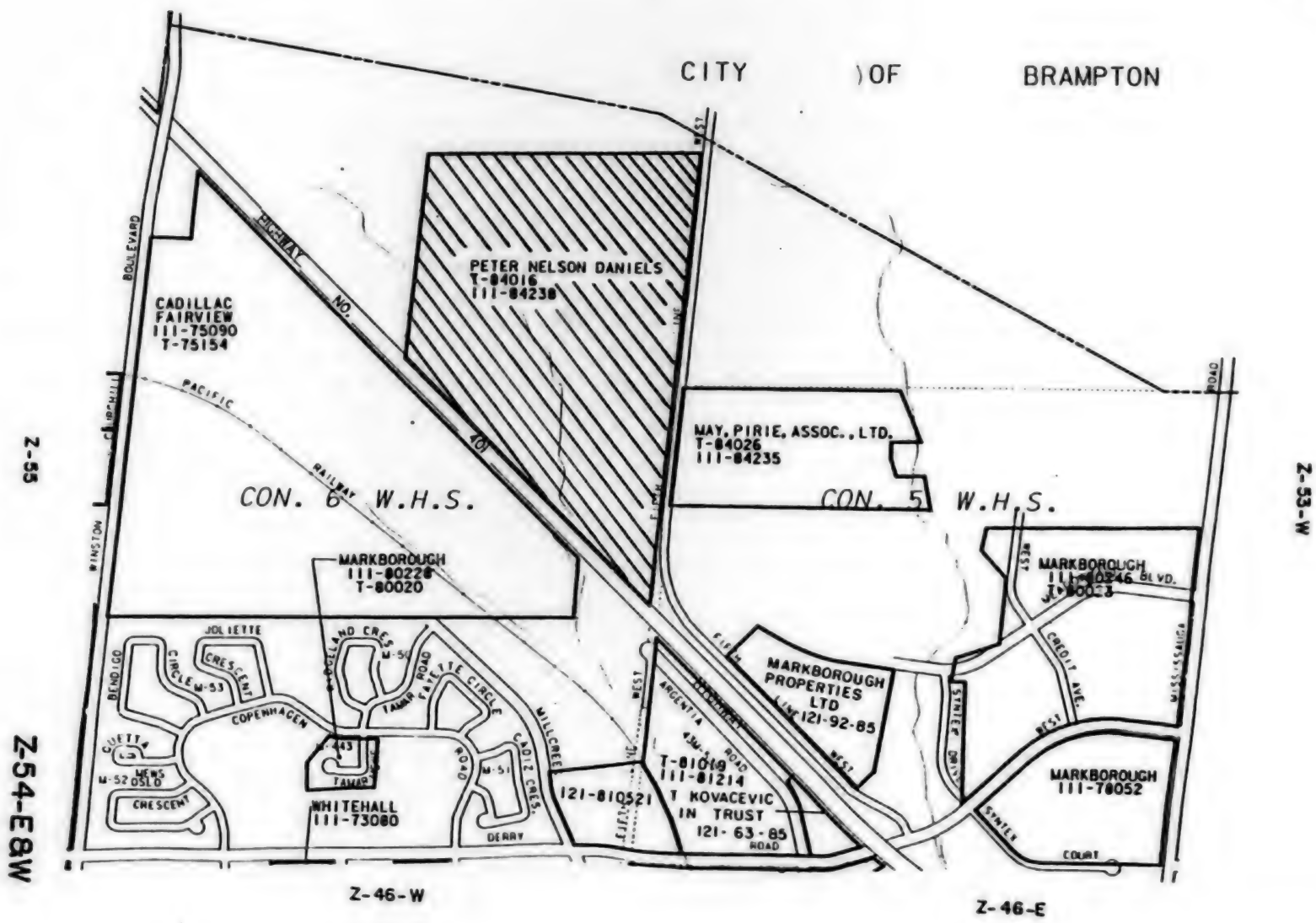
RECOMMENDATION: That the Planning Management Group be advised that "Danbro Crescent" has been approved as a street name for subdivision 21T 84016M.

for R. Charlton
William P. Taylor, P.Eng.,
Commissioner
Engineering and Works Department.

DWR/dm
0491E
cc: Councillor T. Southorn
encl.

FORM 145

13(a)


CITY OF BRAMPTON
PETER NELSON DANIELS
T-84016
111-84238
CADILLAC
FAIRVIEW
111-75090
T-75154
MAY, PIRIE, ASSOC., LTD.
T-84026
111-84235
CON. 6 W.H.S.
CON. 5 W.H.S.
MARKBOROUGH
111-80226
T-80020
MARKBOROUGH
111-80246 BLVD.
T-80023
MARKBOROUGH
PROPERTIES
LTD
121-92-85
T-81019
111-81214
T KOVACEVIC
IN TRUST
121-63-85
121-810521
MARKBOROUGH
111-78052
WHITEHALL
111-73080
Z-55
Z-54-E&W
Z-53-W
Z-46-W
Z-46-E

14

MEMORANDUM

To: Chairman and Members of the Operations and Works Committee

From: A. E. McDonald, P. Eng. — Building

Dept.

9551

L.01.06

DEC 10 1986

OPERATIONS/WORKS

November 25, 1986

SUBJECT: Extension of temporary Building Permit - Request from Mr. C. E. Bonds, 2101 Barsuda Drive Clerk's Dept. File: L.01.06.

ORIGIN: Letter dated October 1, 1986, from Mr. C. E. Bonds to the City Clerk

COMMENTS: On October 22, 1979, Mr. C. E. Bonds, 2101 Barsuda Drive received permission from City Council to construct and maintain a temporary shelter in which to build a boat. The permission was granted for a two-year period at that time. Subsequently, Mr. Bonds requested and received an extension of two years until November 1986. Mr. Bonds is now requesting a further extension to sometime in 1988 in order to build the boat.

We have investigated this matter and there has only been one complaint received which was in 1981 and was resolved. We visited the site and discussed the situation with Mr. Bond who states that he will require an additional two years as requested. He has now completed the hull of the boat and is working on the deck and the interior finishing. The premises are well kept and are free of problems. We would suggest that a one-year extension be granted until November 1987 and that a further one-year extension be granted from November 1987 to November 1988 on the basis that there are no problems with the surrounding neighbourhood.

RECOMMENDATION: That Mr. C. E. Bonds, 2101 Barsuda Drive, be advised that the temporary Building Permit issued in 1979 be extended for a further one-year period from November 1986 to November 1987 and that a further one-year extension be granted until November 1988 providing no problems arise with the neighbourhood relating to this matter.

A. E. McDonald, P. Eng.
Acting Building Commissioner

AEM:dbw
0360E/51E

FORM 148

MEMORANDUM

15

To Operations and Works Committee

From Terence L. Julian

Dept.

Dept. City Clerk

November 26, 1986.

OPERATIONS/WORKS DEC 10 1986

LADIES AND GENTLEMEN:

SUBJECT: Request for Abandonment of Easement registered as Instrument 174978 affecting Blocks D, J and K R.P. 941 submitted by Fieldgate Development and Construction Limited, File: B.06.595.06.

ORIGIN: Letter from the Regional Municipality of Peel of November 21, 1986.

COMMENTS: Instrument 174978 registered in December 1964 was a conveyance of easement for sanitary sewer purposes to The Corporation of The Township of Toronto affecting Blocks D, J and K Registered Plan 941.

Pursuant to the Region of Peel Act, sanitary sewers became under the jurisdiction of the Regional Municipality of Peel. The subject easement is no longer required by the Region and has been abandoned. The City has been requested to participate in the abandonment in order to clear the title to the property.

The release of the easement has been reviewed by the City's Engineering Department and found acceptable.

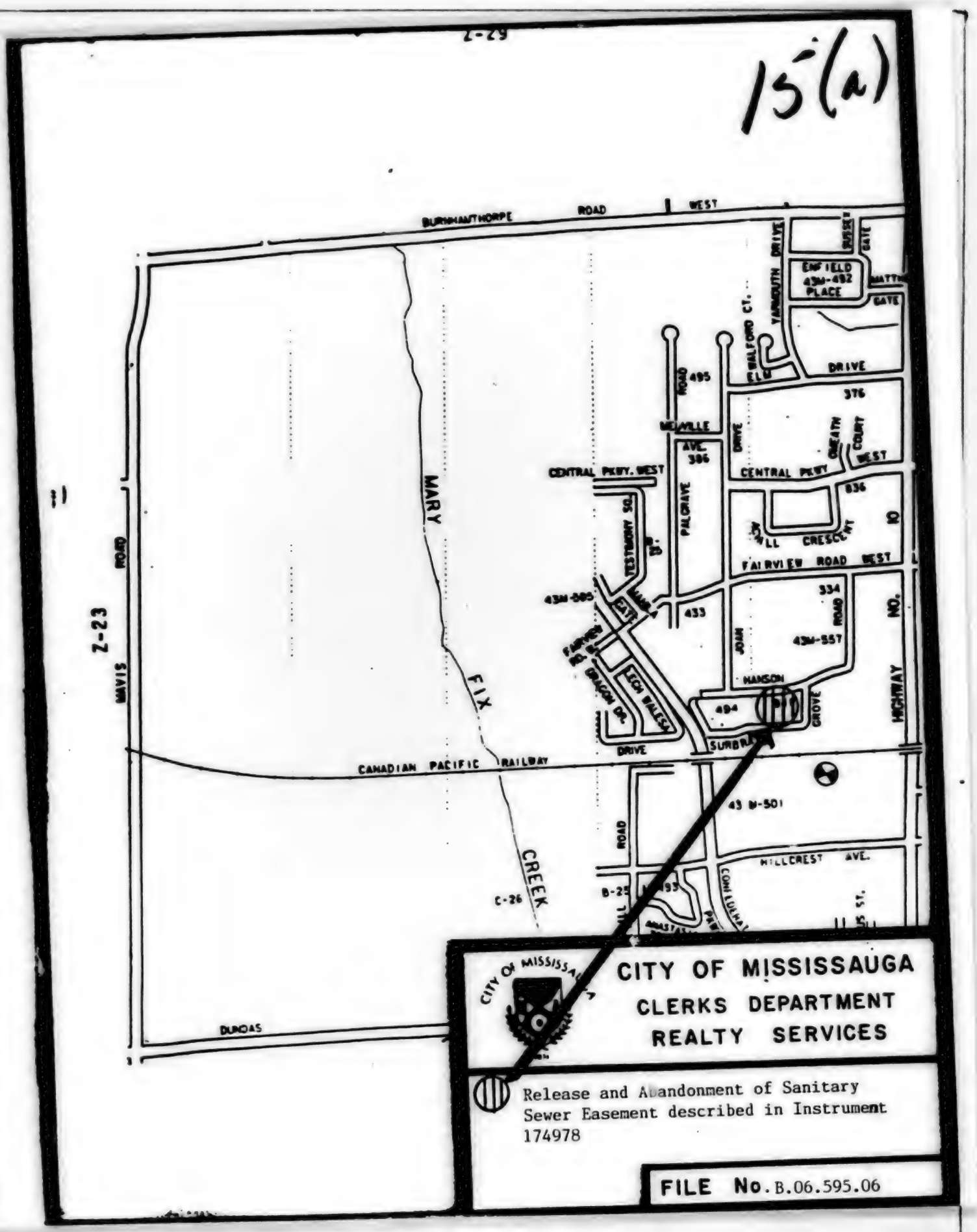
RECOMMENDATION: That a By-Law be enacted authorizing execution of a Release and Abandonment of Easement in connection with instrument registered as 174978 being conveyance of a sanitary sewer easement affecting Blocks D, J and K on Registered Plan 941.

PJS/cl

Terence L. Julian A.M.C.T., C.M.C.
City Clerk

FORM 145

15(a)


Z-29
BURNHAMTHORPE ROAD WEST
MARY FIX CREEK
Z-23
MAVIS ROAD
DUNDAS
CANADIAN PACIFIC RAILWAY
C-26
B-25
ENFIELD PLACE
43M-492
YARMOUTH DRIVE
GATE
DRIVE
376
495
ROAD
CENTRAL PKWY. WEST
CENTRAL PKWY
386
PALGRAVE
TESTMONY SQ.
836
FAIRVIEW ROAD WEST
334
433
43M-595
43M-557
HANSON
494
GROVE
HIGHWAY NO.
43M-501
HILLCREST AVE.
CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES
Release and Abandonment of Sanitary Sewer Easement described in Instrument 174978
FILE No. B.06.595.06

16

MEMORANDUM

To Operations and Works Committee

From Terence L. Julian

Dept.

Dept. City Clerk

November 19, 1986.

OPERATIONS/WORKS DEC 10 1986

LADIES AND GENTLEMEN:

SUBJECT: Sale of City owned surplus lands, closed out part of Drumgray Avenue by By-Law 3929, south of Troy Street on Registered Plan C-20, File: E.02.02.02.02.

ORIGIN: Offer to Purchase dated November 17, 1986 submitted by Mr. and Mrs. Morris Jessup.

COMMENTS: A portion of Drumgray Avenue, south of Troy Street on R.P. C-20, being approximately 18.28 m (60 Ft.) x 36.57 m (120 Ft.) having an area of approximately 668.50 sq. m. (7,196 S.F.) was designated surplus to Municipal requirements and closed by By-Law 3929 registered as Instrument 740.

An appraisal was prepared by the Clerks Department which estimates the current market value of the property at $50,000.00 as a detached residential building lot. Prior to disposal on the open market, The Municipal Act permits the adjoining owners to purchase one half of the former road allowance abutting their lands, or in the alternative should one of the adjoining owners not want to exercise his right to purchase on half of the closed road allowance which was fixed by Council by By-Law 799.86 at $25,000.00, the other owner, should he choose to do so can purchase the entire parcel of land. The owner of Lot 253 abutting the east limit of the former road allowance has been unable to meet the fixed sum of $25,000.00

Morris and Gail Jessup, the owners, of Lot 254 on Reigstered Plan C-20, located on the west limit of closed out Drumgray Avenue have exercised their right to purchase for $50,000.00 the entire closed out former road allowance in support of which they have submitted an Offer to Purchase, dated November 17, 1986.

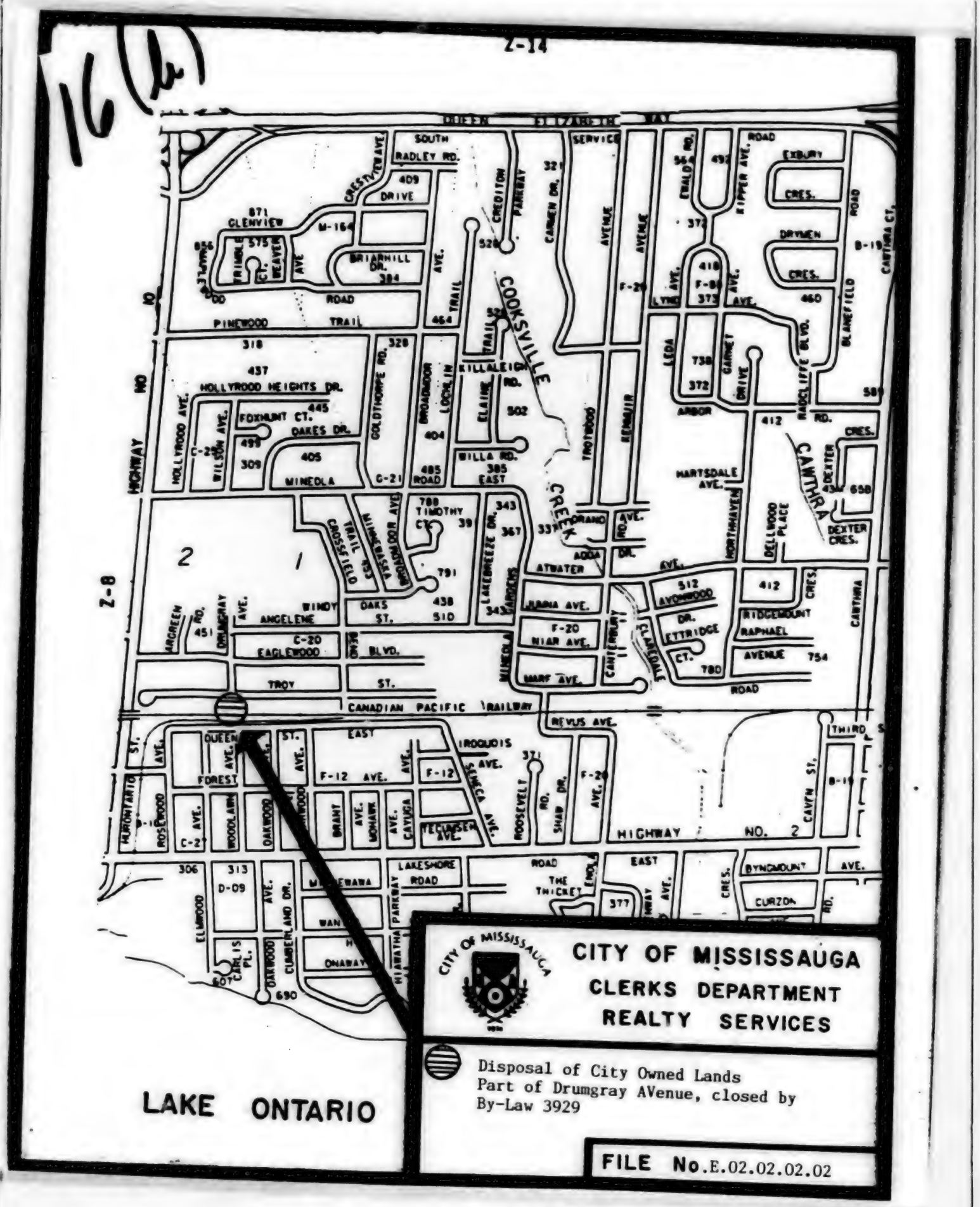
16(a)

RECOMMENDATION: That a By-Law be passed authorizing execution and acceptance of an Offer to Purchase for the entire closed out portion of Drumgray Avenue by By-Law 3929 south of Troy Street on Registered Plan C-20 submitted by Morris and Gail Jessup in the amount of $50,000.00.

PJS/dl

Terence L. Julian A.M.C.T., C.M.C
City Clerk

16(b)


Z-14
Z-8
QUEEN ELIZABETH WAY
SOUTH RADLEY RD.
CRESTVIEW AVE.
409 DRIVE
871 GLENVIEW
M-164
BRIARHILL DR.
384
PINEWOOD TRAIL
ROAD
318
437 HOLLYROOD HEIGHTS DR.
HOLLYROOD AVE.
FOXHUNT CT.
445
OAKES DR.
498
309
405 MINEOLA
C-21
328
GOLDTHORPE RD.
BROADMOOR AVE.
404
485 ROAD
WILLA RD. EAST
385
ELAINE TRAIL
KILLALEIGH RD.
502
COOKSVILLE CREEK
CREDITON PARKWAY
528
CARMEN DR.
32
SERVICE AVENUE
F-20
TROTWOOD AVENUE
KENMUIR AVENUE
LEDA AVE.
LYNN AVE.
F-8
372
418
ENALD RD.
56
492
37
KIPPER AVE.
ROAD
EXBURY CRES.
DRYMEN CRES.
460
B-19
CARTHRA CT.
BLAKEFIELD BLVD.
RADCLIFFE RD.
589
738
372
GARNET DRIVE
ARBOR
412
CRES.
DEXTER
658
DEXTER CRES.
HARTSDALE AVE.
NORTHHAVEN
DELLWOOD PLACE
CARTHRA
788 TIMOTHY CT.
39
343
367
LAKEBREEZE DR.
BROADMOOR AVE.
CROSSFIELD TRAIL
MINEOLA RD.
791
438
510
OAKS ST.
WINDY ANGELENE
DRIVE
ARGREEN RD.
451
DRUMGRAY AVE.
C-20 EAGLEWOOD
BLVD.
TROY ST.
CANADIAN PACIFIC RAILWAY
MINEOLA
ATWATER AVE.
ADDA DR.
MORANO BLVD.
331
ILONA AVE.
F-20 NIAR AVE.
MARS AVE.
CANTERBURY CRES.
STANLEY
512 AVONWOOD DR.
ETTRIDGE CT.
780
RIDGEMOUNT RAPHAEL AVENUE
754
ROAD
REVUS AVE.
IROQUOIS AVE.
371
ROOSEVELT RD.
SHAW DR.
F-24 AVE.
HIGHWAY NO. 2
CAVYN ST.
B-19
THIRD
QUEEN ST.
FOREST AVE.
EAST F-12 AVE.
F-12
HURONTARIO ST.
ROSEWOOD AVE.
C-2
WOODLAWN
OAKWOOD
BRANT AVE.
MOHAWK AVE.
CAYUGA AVE.
TECUMSEH AVE.
SENECA AVE.
306
313 D-09
ELMWOOD AVE.
CARLISLE PL.
607
690
CUMBERLAND DR.
ONAWAY
MISSISSAUGA
PARKWAY
LAKESHORE ROAD
THE TRICKET
EAST MALL
377
CRES.
BYNGMOUNT AVE.
CURZON RD.
LAKE ONTARIO
CITY OF MISSISSAUGA
CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES
Disposal of City Owned Lands
Part of Drumgray AVenue, closed by
By-Law 3929
FILE No.E.02.02.02.02

11

Ontario

BUTLER OFFICE
NOV 19 1986
5369
RECEIVED

Ministry of the Solicitor General

Emergency Planning

25 Grosvenor Street
1st Floor
Toronto, Ontario
M7A 1Y6

Telephone: (416) 965-6932

9123

October 20, 1986

A-01.11.01

DEC 10 1986
OPERATIONS/WORKS

Dear Sir/Madam:

I am enclosing for the information of Council, a copy of Safety Memorandum No. 21 which was circulated recently to all School Boards and Schools in Ontario. This memorandum was developed by the Ministry of Education in cooperation with Atmospheric Environment Services (AES) of Environment Canada and represents the best available advice on the subject of tornadoes and the recommended action to take if you are threatened by a severe weather disturbance.

We are making this information available as one of several initiatives which began shortly after the devastating tornadoes that struck Barrie and other municipalities in 1985. Other initiatives include the cooperation of radio and TV stations who will help to get information to the public, especially during those times of the year when severe weather disturbances are most likely.

What can municipalities do? First and foremost, you should be prepared to react whenever a storm warning is received. Your efforts should be concentrated initially in those areas where the need is greatest, e.g., warning institutions such as hospitals, homes for the aged, and to areas of greatest vulnerability such as arenas, shopping malls, etc.

..... 2

17(a)

Second, if the worst happens and damage is caused, you should have an emergency plan in place so that a well planned and coordinated response can be developed quickly and effectively. The greatest potential for life saving will be realized if organized rescue operations get under way immediately after it is safe to do so.

If you have any questions about emergency planning and preparedness activities, please do not hesitate to get in touch with us.

Yours sincerely,

K. J. W. Reeves
Coordinator
Emergency Planning Ontario

Encl.

Memorandum
No. 21

Environment Canada Weather Offices

Hamilton	(416) 679-4153
Kingston	(613) 389-3252
London	(519) 451-3172
Niagara District	(416) 688-1847
North Bay	(705) 472-9110
Ottawa	(613) 998-3439
Peterborough	(705) 743-5852
Sarnia	(519) 542-8408
Sault Ste. Marie	(705) 779-2240
Sudbury	(705) 693-3777
Thunder Bay	(807) 475-4224
Toronto	(416) 676-3066
Waterloo-Wellington	(519) 648-2571
Windsor	(519) 969-2740

Education Ontario

Memorandum No. 21

Date of Issue: September 2, 1986 **Effective:** Until revoked or modified

Subject: SEVERE WEATHER WARNING GUIDELINES

Application: Directors of Education
Principals of Schools

Environment Canada has provided the Ministry of Education with the following information and recommendations concerning severe weather conditions. The ministry encourages all schools and school boards to note and implement these recommendations.

General Information

Although the majority of thunderstorms produce no serious by-products, severe storms can be accompanied by hail, damaging winds, and tornadoes.

The conditions in the atmosphere that lead to the formation of severe thunderstorms can be forecast. When the potential for a severe storm is observed, a severe weather watch is issued. When a severe thunderstorm is detected by radar or by weather spotters, a weather warning is given for a specific area (usually a county) immediately downstream of the observed storm. A tornado warning is issued only after a tornado has been spotted.

While about 50 per cent of Ontario's severe summer storms occur within sixty kilometres of the Macdonald-Cartier Freeway between Kitchener and Windsor, damaging tornadoes have been reported in all parts of the province. A tornado occurring in Ontario would probably have wind speeds of about 100 kilometres per hour and would be most likely to occur between 1 p.m. and 8 p.m., from April to September. It would cut a swath a few kilometres long and 100 metres wide, taking off shingles and siding, bending TV antennae, blowing out windows, and significantly damaging insubstantial buildings such as barns and sheds. The tornado that struck Barrie in 1985, however, was accompanied by winds of up to 400 kilometres per hour, causing serious damage and death.

While watches may have as much as twelve hours lead time, warnings are "short fused": there may be a warning of ten to twenty minutes, or none at all. Since severe thunderstorms can develop very rapidly and can strike without a warning being issued, observation of local conditions is essential. In most cases, severe summer storms are over very quickly.

Weatheradio

The Atmospheric Environment Service (AES) of Environment Canada operates a radio station, Weatheradio, which transmits continuous weather information in the Toronto and Ottawa areas. AES recommends that every school within an eighty-kilometre radius

1760

of the stations install a Weatheradio receiver.* This can be equipped with a tone alert that will sound when a watch or warning is issued.

Schools outside the range of Weatheradio might monitor local radio stations for weather reports on a routine basis. Schools may wish to contact the stations to inform them that they are monitoring them, and why.

AES will keep the Ministry of Education informed of the planned installation of new Weatheradio stations, and the ministry will, in turn, inform the schools by updating this memorandum.

Recommended Action

When a severe weather watch is in effect for your area:
Monitor Weatheradio or the local radio station closely for possible warnings and make regular observations of developments in the weather. Be prepared for further action in case a warning is issued.

When a severe thunderstorm warning is in effect for your area:
Severe thunderstorms with hail and/or high winds are in the area, although they may not strike your location. If a warning is in effect and a thunderstorm is observed at dismissal or recess time, keep the students in school until the storm has passed.

When a tornado warning is in effect for your area:
A tornado has been reported in the area. If there is an intense thunderstorm or a spiral cloud, keep the students in school. If the storm worsens, move them away from windows and doors and out of large, open areas such as gymnasia or auditoria until the worst of the storm is over. The safest location will be a central hallway on the ground floor: students should protect their heads and crouch or kneel against the wall.

Tornado drills:
Tornado drills should be conducted, so that students can be taught what to watch for and what actions to take if severe weather conditions occur before, during, or after school hours.

AES Services

Additional information on severe summer weather and advice on action to take are available from Environment Canada weather offices across Ontario. (See below.) Films on tornadoes may also be available on loan. The telephone number of the local weather office should be posted near the school telephone.

Although their availability is limited, AES staff would welcome invitations to address groups of principals or teachers.

* Schools within this radius will receive an enclosure with this memorandum providing further information on their local Weatheradio station.

18

Ministry of the Environment / Ministère de l'Environnement

RECEIVED

9476

DEC 1 1986

135 St. Clair Avenue West
Suite 100
Toronto, Ontario
M4V 1P5

135 ouest, avenue St. Clair
Bureau 100
Toronto (Ontario)
M4V 1P5

November 25, 1986

A.02.03.03.01
F.05.04.05

OPERATIONS/WORKS DEC 10 1986

ENGINEERING & WORKS DEPARTMENT
DEC - 1 1986

Route To		Date
WPT	WPT	86/12/01
cc AEM		
WV		
cc N Inglis		
cc Roger McCutcheon		

Mr. W.P. Taylor, P. Eng.
Commissioner of Engineering & Works
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Mr. Taylor:

This will confirm our decision to provide Municipal Recycling Support Program grants to the City of Mississauga. The maximum assistance to be made available for the period June 2, 1986 to March 31, 1987 will be $557,000. The following is a breakdown of the total commitment by program component.

Type of Grant	Amount
Operating Cost (June 2/86 to March 31/87	$529,000
Promotion & Advertising	$ 28,000
TOTAL	$557,000

Our support is conditional upon your use of the funds for the purpose of recovering waste materials as specified in your submission of July 16, 1986 unless otherwise agreed to by prior written approval from the Ministry.

We note that your forecast for the net operating expenses for this project are $80.15 per ton of recyclable material collected. This rate is high in comparison to other operating programs in Ontario. We recognize that this figure is an estimate since this program is in its first year and depreciation of capital items such as the vehicles and the household bins have been included. However, we would expect that factors such as Mississauga's large urban population, proximity to markets and high participation and recovery rates generated by your use of the recycling box system should allow you to reduce net operating expenses as your project matures.

Funds for the Operating Cost Grant will be made available on the basis of Request for Payment forms which have been correctly completed and submitted in accordance with the attached instructions. Funds for the promotion and advertising grant will be made available upon our receipt and acceptance of a written request which includes the amount

18(a)

requested, the total expenditure for promotion and advertising and supporting documentation for all expenditures. Claims for Promotion and Advertising Grants must include original copies of any promotional materials produced. Project Number 14-035 has been assigned to your project and must be used on all correspondence.

Your project will be subject to Ministry audit, and at its discretion, the Ministry may have its duly authorized representative inspect and audit all financial records including documents, contracts, agreements, invoices and receipts related to the operations for which this grant is claimed.

The Ministry of the Environment is pleased that the City of Mississauga will be developing its municipal recycling system. We look forward to working with you further on this project. If you have any questions on the above or the Municipal Recycling Support Program, please do not hesitate to contact R.J. (Bob) Yanchis at (416) 965-9671.

Yours truly,

A. Ciulini

A.T. Ciulini
Senior Project Engineer
Waste Management Branch

RY/gm

Encl.

MS 04 49
2680L

1861

INSTRUCTIONS FOR COMPLETING REQUEST FOR PAYMENT FORM

General

All funds payable under a Municipal Recycling Support Program Operating Cost Grant will be provided on the basis of Request for Payment forms. These forms must be submitted no later than the 15th of the month following the claim period specified.

Please ensure that the Project Number which has been assigned is specified on all pages where requested.

The claim form should be submitted to:

Ministry of the Environment
Waste Management Branch
135 St. Clair Avenue West
Toronto, Ontario
M4V 1P5

Attention: A. Ciulini

ENGINEERING & WORKS DEPARTMENT
RECEIVED FILE
DEC - 1 1986

Route To	Initials	Date
WPT		

10(c)

Section 1 - Applicant Information

Provide the name and address of the organization receiving the grant. Funds will be made payable to the name in this section.

Section 2 - Claim Period

Specify the period to which claims on the form apply. We would prefer the time period to be monthly. All subsequent claims must use the same time period.

Section 3 - Material Collected

For each material obtained by means of your own collection system, please specify the type of material and the corresponding volume in tons which was collected during the claim period of Section 2. Each different type or grade of material should be listed across the first row and each source municipality should be listed down the first column. Sum the amounts from each source and place the result in the Total column. Sum the amounts for each material type and place the result in the Total Material Collected row.

Section 4 - Operating Expenses

Specify the total amount spent for each expense category during the claim period in Section 2. Wages and Salaries and Employee Benefits must be itemized in Appendix A. Other expenses must be itemized on Appendix B. The applicable expense category number from Section 4 must be specified in column 1 of Appendix B.

Building the Equipment Amortization should be prorated to conform with the claim period in Section 2.

Section 5 - Inventory

The initial claim can include a cost of inventory if it can be supported by purchase receipts or other evidence. A summary must be submitted which itemizes by material the volume purchased, price and cost. The format in Section 6 can be used for this purpose.

A final claim must include a credit for inventory on hand which will be applied to reduce the Total Costs during the final claim period.

18(a)1

Section 6 - Material Purchases

For each material type or grade purchased during the claim period of Section 2, specify the type or grade in column one, price paid in column two as dollars per ton and the volume purchased in column three as tons. Material Cost in column four is the result when price and volume are multiplied together, therefore if the same material was purchased at different price levels each price must be itemized separately. Sum the Volume Purchased and Material Cost columns and place the results in the Total Material Purchase row. Any material obtained at no cost should also be itemized.

Sum Total Operating Expenses (A), Beginning Cost (B) and Total Material Purchase (C) to arrive at Total Costs (D). If the claim is a final one, then Ending Cost (B) should be deducted from the Total Operating Expenses.

Section 7 - Material Sales

For each material type or grade sold during the claim period of Section 2, specify the type or grade in column one, sale price in column two as dollars per ton, and the volume sold in column three as tons. Material Sales in column four is the result when price and volume are multiplied together, therefore if the same material was sold at different price levels each price must be itemized separately. Sum the Volume Sold and Material Sales columns and place the results in the Total Material Sales row.

Section 8 - Other Revenue

Specify any other sources of revenue in this section. This may include such services as baling or grants from other sources.

Sum Total Material Sales (E) and Total Other Revenue (F) to arrive at Total Revenue (G).

The Amount of Payment Requested (H) will be the amount by which Total Cost (D) exceeds Total Revenue (G).

Section 9 - Declaration

The Request For Payment form and any Appendices must be signed by a duly authorized officer of the organization specified in Section 1.

14

MISSISSAUGA PUBLIC VEHICLE AUTHORITY

NOVEMBER 24, 1986
A.03.04.01 - 308C/159C

REPORT NO. 8-86

DEC 10 1986
OPERATIONS/WORKS

TO: The Operations and Works Committee

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its eighth report and recommends:

PVA-64-86 That the report dated September 5, 1986, from Mr. A. E. McDonald, Acting Commissioner of Building and Mr. L. W. Stewart, City Solicitor, regarding proposed amendments to By-law 697-84, as amended - Section 62(6) - Priority List, be referred back to staff for a further report to the Public Vehicle Authority incorporating the comments of the industry and Authority as set out in the minutes of the November 24, 1986, Public Vehicle Authority meeting.

L.08.02
L08.04.02
(PVA-64-86)

PVA-65-86 (a) That Schedule II of City of Mississauga By-law 697-84, as amended, be further amended to reflect an increase in the initial drop on a taxicab meter to $2.00 effective April 1, 1987.

(b) That Map B, representing Schedule IV of City of Mississauga By-law 697-84, as amended, the flat rate map for taxicabs, as attached to the agenda of the Public Vehicle Authority for November 24, 1986, be adopted, effective January 1, 1987.

1961

(c) That Map D, representing Schedule III of City of Mississauga By-law 697-84, as amended, the flat rate map for Airport Public Transportation Vehicles, and as presented to the Public Vehicle Authority at their meeting of November 24, 1986, be adopted effective January 1, 1987.

(d) That the Legal Department be requested to prepare the necessary amendments to By-law 697-84, as amended, to incorporate the above changes.

L.08.02
(PVA-65-86)

PVA-66-86 That the report dated November 12, 1986, from Mr. A. E. McDonald, Acting Commissioner of Building, Zoning and Licensing, regarding free taxicab service for Mississauga residents as specified and provided by City Taxi in an undated letter to the Public Vehicle Authority meeting of November 24, 1986, be adopted.

L.08.04.01
(PVA-66-86)

PVA-67-86 That the letter dated November 4, 1986, from Larry E. Button, Regional Clerk, Regional Municipality of Peel, advising that the following resolution was approved by Regional Council at its meeting held on October 16, 1986, be received:

"That Regional staff be authorized to revise the terms of tenders for Transhelp taxi contracts for 1986 to 1988, to incorporate a flat rate per trip based on employee driven cabs as outlined in the report of the Commissioner of Social Services dated September 17, 1986;

And further, that the report be circulated for information to the relevant licensing offices in each municipality, and to each of the school board in Peel."

A.02.04.02.01
L.08.02
L.08.03
(PVA-67-86)

1986

PVA-68-86 That staff prepare a further report regarding public vehicle licence transfer fees for future consideration of the Public Vehicle Authority and that Mr. Speciale be invited to attend the meeting when this report is considered.

L.08.02
(PVA-68-86)

2V

TRAFFIC SAFETY COUNCIL
0058C/179C

NOVEMBER 26, 1986
A.03.04.11.02

REPORT NO. 9-86 OPERATIONS/WORKS DEC 10 1986

To: The Operations and Works Committee of the City of Mississauga

LADIES AND GENTLEMEN:

The Traffic Safety Council presents its ninth report and recommends:

TSC-99-86 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a further site inspection on Bough Beeches Boulevard at Sts. Martha and Mary School after the March Break in 1987, ie four months after the crossing guard has been placed at that location.

F.06.03.02
(TSC-99.1-86)

TSC-100-86 That the request from D. Waisman, Vice-Principal, Sts. Peter and Paul School, 4205 Woodington Drive, for permission to operate a School Foot Patrol and a School Bus Patrol, be approved.

F.06.03.02
(TSC-100.1-86)

TSC-101-86 That the following correspondence considered by the Traffic Safety Council at its meeting on November 26, 1986, with respect to concerns for children crossing Unity Drive, Loyalist Drive and Osbourne Drive to reach bus stops in the new subdivision, be received for information:

(a) letter dated October 28, 1986, from Mrs. Freda Flook, 4110 Loyalist Drive, setting out her concerns,

(b) letter dated November 10, 1986, from Mr. R. Scott, Manager of Transportation and Assessment, The Dufferin-Peel Roman Catholic Separate School Board advising that he has reviewed the situation which has since changed so that the concerns have been eliminated,

20(a)

(c) letter dated November 11, 1986, from Mrs. B. J. Gates, Area Business Officer, Peel Board of Education, advising that effective November 11, 1986, their buses are going into the subdivision, and the students are waiting on sidewalks and are flashed across Loyalist Drive and Galbraith Drive enroute to and from Unity Drive.

F.06.03.02
(TSC-101.1-86)

TSC-102-86 That a temporary crossing guard be placed at the intersection of Aquitaine Avenue and Montevideo Road to assist students of St. Teresa Avila School, scheduled to open in January 1987, and that the Site Inspection Subcommittee conduct an inspection at the intersection after the opening of the school to determine if warrants are met to retain the temporary guard.

F.06.03.02
(TSC-102.1-86)

TSC-103-86 That the offer from Ms Helene Osborne, President, Sheridan Park School Association, to meet with the Traffic Safety Council to discuss the matter of vehicles parking in prohibited areas in front of schools, be accepted with thanks, and that Ms Osborne be invited to attend the January 1987 meeting.

F.06.03.06
(TSC-103.1-86)

TSC-104-86 That the News Release dated October 29, 1986, from the Canada Safety Council, with respect to the request for submissions regarding "transportation safety" for the June 1987 conference, be received for information.

H.04.01, H.05.03.01
(TSC-104.1-86)

TSC-105-86 That the verbal report by Dr. A. Wood, Traffic Safety Council, that he has investigated a reported sight obstruction at 3064 Ballad Drive and found no problems, be received for information.

F.06.03.01
(TSC-105.1-86)

TSC-106-86 That the request from M. Berlingieri, Principal, St. Rose of Lima School, 4590 The Gallops, for permission to operate a School Foot Patrol and a School Bus Patrol, be approved.

A.03.04.11.02, F.06.03.06
(TSC-106.1-86)

TSC-107-86 That the Site Inspection Report submitted by Dr. A. Wood, with respect to the intersection of Truscott Drive and Clarkson Road, be received for information.

F.06.03.02
(TSC-107.1-86)

TSC-108-86 That the letter dated November 20, 1986, considered by the Traffic Safety Council at its meeting on November 26, 1986, from Mr. A. A. Elliott, Director, Marketing & Sales, Dineen Construction Limited, 70 Disco Road, Rexdale, with respect to a car parked at the curb in the right-turn lane of Rathburn Road East at Fieldgate Drive, be received for information.

F.06.03.02.02
(TSC-108.1-86)

TSC-109-86 That the deputant to the Management Committee of The Dufferin Peel Roman Catholic Separate School Board requesting a site inspection of the walking route from Parmeer Drive to St. Martin Secondary School be invited to appear before the Traffic Safety Council to outline the concerns.

F.06.03.02.02
(TSC-109.1-86)

City of Mississauga

MEMORANDUM

Item 21

To Chairman and Members of | From W. P. Taylor, P. Eng.

Dept. Operations and Works Committee | Dept. Engineering and Works

December 9, 1986

File: 13 211 00203
22 171 00004

OPERATIONS/WORKS DEC 10 1986

SUBJECT: Grade Separations

ORIGIN: Memorandum from Mayor McCallion to Members of Council dated December 1, 1986
Letter from the Canadian Transport Commission dated December 1, 1986

COMMENTS: On October 28, 1986 I wrote Mayor McCallion as shown in the attached memo with respect to grade separation priorities in Mississauga. My memo indicated that, due to the lack of funds for grade separations, if Eglinton Avenue did not get approved in 1986 or early 1987 I would suggest it be dropped from our priority list and that we look at four other grade separations ahead of Eglinton Avenue.

Attached you will find a letter from the Secretary of the Railway Transport Committee which would appear to indicate that the Eglinton Avenue grade separation is virtually ready to be approved by the Canadian Transport Commission subject to the City of Mississauga agreeing that (1) the Railway contribution be 5% or a maximum of $62,500 and (2) the City of Mississauga is prepared to maintain all other facilities such as roads, drainage components, lighting, etc. subject to the Railway maintaining the tracks underneath the road structure to be built.

RECOMMENDATION:

1. That the grade separation at the C.P.R. and Eglinton Avenue remain a number one priority for the City if it is approved by the Canadian Transport Commission in the next ninety days; and further, that the following be a list of City priorities for grade separations:
    1. Winston Churchill Boulevard;
    2. Torbram Road North;
    3. Torbram Road South;
    4. Goreway Drive.

.....2

2. That the Secretary of the Railway Transport Committee be advised that the City is agreeable that the Railway's contribution to the cost of constructing the grade separation at the C.P.R. and Eglinton Avenue be 5% of the construction cost to a maximum of $62,500; and further, that the City is prepared to assume responsibility for the road facilities, drainage components, lighting, etc. as part of the grade separation at Eglinton Avenue and the C.P.R.

William P. Taylor, P. Eng.
Commissioner of Engineering and Works

Attach.

0495E/0039E

Commission canadienne des transports | Canadian Transport Commission

OTTAWA, Ontario
K1A 0N9

December 1, 1986

Our File: 26727.644

J.05.82020

Mr. J.L. Malcolm, P. Eng.
McCormick, Rankin & Associates
Limited
Consulting Engineers
60 Briarwood Avenue
MISSISSAUGA, Ontario
L5G 3N6
Your File: 1368-83

Mr. J.L. Bowles
General Solicitor
Canadian Pacific Limited
MONTREAL, P.Q.
H3C 3E4

Your File: B-330-19.25

OPERATIONS/WORKS DEC 10 1986

Dear Sirs:

Re: Proposed Eglinton Avenue Grade Separation
Mileage 19.25 Galt Subdivision, CPL
Mississauga, Ontario

Following its review of the submissions with respect to the application of the City of Mississauga to construct the above-noted subway bridge, the Railway Transport Committee proposes the following with respect to the length of the bridge, the design of the track diversion, and the number of tracks to be accommodated by the bridge:

a) Length of Bridge - that the entire suggested length of the bridge be considered as eligible for funding.

b) Design of Track Diversion - that the track diversion be constructed to carry trains up to 50 mph.

c) Number of Tracks to be Accommodated - that a four track bridge be constructed with the full width being considered eligible for funding.

It seems that the following points still remained to be resolved.

1. The financial contribution of the Railway Company toward the construction of this subway. In accordance with present practice, the railway's contribution on the cost of a grade separation is 5% of the cost to a maximum of $62,500. The Committee cannot see any reason to depart from this practice in this instance.

.... 2

Canada

2. The responsibility for the maintenance of the substructure and the superstructure of the bridge and the road. In accordance with present practice the maintenance of the substructure and the superstructure of a bridge carrying the railway tracks is the responsibility of the Railway Company and the maintenance of all other facilities, such as the road, drainage component, lighting, etc., is the responsibility of the road authority. Again in this matter, the Committee is not aware of any reason to depart from this practice.

Our review indicates that the City of Mississauga has not previously commented on points 1 and 2 above. Its comments are now invited.

The Railway Company may wish to comment further as well.

Yours truly,

J. O'Hara
Secretary
Railway Transport Committee

Encl.

c.c.:

Mr. T.L. Julian
City Clerk
1 City Centre Drive
MISSISSAUGA, Ontario
L5B 1M2

Mr. M.D. Lacombe
Regional Director
Railway Transport Committee
Canadian Transport Commission
5th Floor
20 Toronto Street
TORONTO, Ontario
M5C 2B8

MEMORANDU

To MEMBERS OF COUNCIL From HAZEL McCALLION

Dept. Dept. MAYOR

9525

F.02.05.01

December 1, 1986

OPERATIONS/WORKS DEC 10 1986

Attached is a copy of Mr. Taylor's memo dated October 28, 1986 regarding Grade Separations within the City of Mississauga. You will note the priority list included therein.

I have checked with Don Markle of the Region of Peel and have been given the following information in regard to the Regional Grade Separation.

1. Winston Churchill Boulevard-CNR Grade Separation (Region). It is in the Five Year Capital Budget of the Region and designated for 1989. A functional design was done some time ago. The Region has engaged a consultant to update original Feasibility Report and prepare the submission, but this is still very preliminary; no drawings have been prepared as yet. They have not made an application to the CTC for funds. Don advises that they will be doing this in 1987.

I have also received a status update on the following proposed City Grade Separations.

1. Torbram Road North (City). Functional Design has been done. Money has been set aside in the 1987 Budget to design the structure.

2. Torbram Road South (City). Functional Design has been done and no application has been made to the CTC for approval.

3. Goreway Drive (City). Functional Design has been done but no application has been made to the CTC for approval.

4. Eglinton Avenue (City). Detailed Design has been done and an application has been made to the CTC for approval, however, no Board order has been issued.

Obviously we have not followed the priority list as outlined in Mr. Taylor's memo of October 28th.

You will note that in the memo dated August 17, 1984 that Eglinton is fourteenth on the list based on 1989 Priority.

FORM 145

.../2

If Winston Churchill is a Regional Grade Separation, then I believe that the City priority list as outlined in Mr. Taylor's memo of October 28th should be revised.

In light of the information I have received that only four grade separations will be approved across Canada in 1986-87, it is important that our top priority be the grade separation that we pursue.

I am asking by copy of this memo that this item be placed on the next agenda of the Operation and Works Committee.

HAZEL McCALLION
MAYOR

HMcC/ls

cc D. Lychak
W. Taylor
R. Edmunds
L. Mailer (Please Quote File: 86/683)

City of Mississauga

MEMORANDUM

NOV 20 1986

To: Mayor H. McCallion

From: W. P. Taylor, P. Eng. 5414
Commissioner of
Engineering and Works

Dept

Dept

October 28, 1986

File: 13 211 00203
22 171 00004

re: Railway Grade Separations within the City of Mississauga

In 1984 we sent you the attached memo with respect to priority ratings for grade separations along with the rationale we were using to place Eglinton Avenue high on this priority list. As a result of our discussion yesterday, in which it was indicated that only four grade separations will be approved across Canada in 1986 and possibly a similar number in 1987, I would suggest that since the Cawthra Road grade separation is now under construction the following should be our priorities:

1. Winston Churchill Boulevard at the C.N.R.
2. Torbram Road North
3. Torbram Road South
4. Goreway Drive
5. Eglinton Avenue

If we accept these as the order of priorities, I submit to you that the grade separation at Eglinton Avenue would not be built for at least ten years and possibly longer. I would also suggest to you that if Eglinton Avenue is not approved this year, or if the question arose as to which grade separation should be built - Eglinton Avenue or Winston Churchill Boulevard, then it would likely be wise for the City to suggest that the grade separation at Winston Churchill Boulevard take priority over Eglinton Avenue.

In conclusion, I envisage over the next 5-10 year period very little funding available for grade separations, Eglinton Avenue being reconstructed without a grade separation at the C.P.R., and possible grade separations at Winston Churchill Boulevard, Torbram Road and Goreway Drive.

William P. Taylor, P. Eng.
Commissioner of Engineering and Works

Attach.

cc: D. A. Lychak
A. E. McDonald

0484E/0039E

MEMORANDUM

To Mayor H. McCallion

Dept.

From Mr. William P. Taylor, Commissioner

Dept. Engineering and Works

August 17, 1984

Re: Railway Grade Separations within the City of Mississauga

You will recall a couple of months or so ago you, Councillor Marland and myself had a discussion concerning the priorities for grade separations within the City of Mississauga. The discussion was to do particularly with the fatality at Ogden Avenue and the subsequent Coroner's inquest, however, we discussed the general philosophies of grade separations as well as the justifications, merits, and drawbacks, of pedestrian gate installations and mazes. At that time you requested that I review all of the level crossings in the City with up-to-date traffic volumes to see how relative priorities of the various locations compare with one another. In this connection I would advise that we did take new traffic counts at the various level crossings (1984) and we did, to the best of our guessing ability, project the traffic volumes for five years hence producing a 1989 traffic volume. The following is a summary of that information:

	1989 Priority	1984 Priority
Cawthra Road (Region)	1	1
Winston Churchill Boulevard (Region)	2	2
Lorne Park Road	3	3
Clarkson Road	4	4
Torbram Road (North)	5	5
Torbram Road (South)	6	7
Mavis Road	7	10
Ogden Avenue	8	6
Stavebank Road	9	11
Revus Road	10	8
Goreway Drive	11	9
Stanfield Road	12	12
Wolfedale Road	13	13
Eglinton Avenue	14	18
Alexandra Avenue	15	14
Erindale Station Road	16	15
Mississauga Road (CPR)	17	17
Haig Boulevard	18	16
Thomas Street	19	19

As can be seen from the above comparison most of the crossings stayed in the same priorities with the exception of Mavis Road and Eglinton Avenue which moved from No. 10 to No. 7 and from No. 18 to No. 14 respectively. It should be made perfectly clear that these priority comparisons are purely based on the recognized exposure indexed calculation which is a simple multiplication of the number of trains per day

Mayor H. [illegible]
[illegible]
[illegible]

Re: Railway Grade Separations

times the number of cars per day at the particular level crossing. It should also be pointed out that the CN/Lakeshore line is running approximately 110 trains per day whereas the CP line is running in the area of 20 trains per day and therefore for a similar exposure factor to be obtained for both tracks it would take five times as much traffic on a CP level crossing to equal a CN/Lakeshore level crossing. It is primarily for this reason that the exposure index is much higher on the CN/Lakeshore line.

As you are aware, we have in our proposed Five-Year Capital Budget (1986/1987) tentative funding for the proposed grade separation at Eglinton Avenue and the CPR which, as can be seen from the above information, is nowhere near the top priority purely from an exposure standpoint. I must point out however that, in my opinion, the exposure aspect is only one factor to be considered and other considerations must enter into the overall rationale of building grade separations. Some of these factors which come to mind are as follows:

1. Political reality of public opinion. (A prime example of this is Clarkson Road where purely from an exposure aspect it is a very high priority, however, Council has said no to this project inasmuch as there was quite an opposition from the residents. A similar situation exists at Lorne Park, however, as I recall, Council has not said no to Lorne Park.)

2. Type of traffic - freight vs passenger.

3. Speed of trains.

4. Delay time of vehicles caused by trains.

5. Type of roadway (arterial vs collector vs residential).

6. Rate of development in the area.

7. Safety aspect - i.e. visibility of crossing, etc. etc.

Going back to the Eglinton Avenue example, notwithstanding the fact that from a purely exposure factor it is not one of the top priorities, it is:

1. A major east/west route throughout the City (arterial roadway);

2. It crosses a line where there is a high degree of slow moving freight traffic which causes a higher degree of delay than high speed passenger trains but it also causes less number of delays because there are fewer trains;

3. It is a major east/west access to the new hospital where a delay on a route such as this is important in my opinion. (This is similar to the philosophy of why a culvert crossing Eglinton Avenue should at least pass a 100 year storm because roads such as this should be passable under all emergency conditions.)

4. Routes such as this are subject to extra loading in emergencies, for instance, if something untoward happens to Highway 403 or Burnhamthorpe Road all of a sudden

Re: Railway Grade Separations

there is a substantial detour to Eglinton Avenue. (Aspects like this don't show up in the normal run of the mill technical statistics such as exposure indexes).

5. Eglinton Avenue corridor is an integral part of the new released districts of Hurontario, East Credit, and Central Erin Mills developments from a traffic standpoint.

Further, I would like to mention that the top two priorities, i.e. Cawthra Road and Winston Churchill Boulevard, are both Region and they are on the list scheduled for construction in the Region's Five-Year Budget. I would also like to point out that from a financing and budgeting standpoint it is fairly optimistic to assume that one grade separation could be built every 2½ years (that is, on the assumption that the Federal Government comes up with a new programme for financing grade separations) and therefore looking at the previous list of grade separations which theoretically could be built we are probably looking at a 50 to 60 year programme at an absolute minimum.

I trust this is the information that you requested. Your comments are requested at your convenience.

AEM:dw

ORIGINAL SIGNED BY

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Councillor M. Marland
Mr. J. W. Thomas

City of Mississauga

MEMORANDUM

Item 22

To Chairman and Members of
Dept. Operations and Works Committee

From W. P. Taylor, P. Eng.
Dept. Engineering and Works

December 9, 1986

File: 13 111 00012

OPERATIONS/WORKS DEC 10 1986

SUBJECT: Greater Toronto Area Transportation Planning Forum

ORIGIN: Memorandum from D. H. C. Thwaites, Director of Transportation Policy, Region of Peel, dated November 28, 1986

COMMENTS: Attached is a memorandum dated November 28, 1986 and a report dated November 17, 1986 which was submitted to Regional Council on November 27, 1986. The Region is requesting that the City of Mississauga endorse their report prior to Christmas.

I have told Mr. Allen of the Region of Peel that I believe it is not practical for the City to endorse his report dated November 17, 1986 as there are resolutions in this report, such as Resolution 86-388, which would appear to not give any consideration at all to the interests of the City of Mississauga. This is our concern with respect to adopting the No. 1 recommendation in the report.

The No. 2 recommendation in the Region's report deals with Regional facilities and I believe that none of these rank as high in our needs as the construction of Eglinton Avenue in the City of Mississauga.

The third recommendation suggests that the Province should consider the use of cost/benefit ratios based on total capital costs per passenger kilometer in deciding which transportation capital expenditure should come first. This would suit the City of Mississauga from a strategy standpoint as it would place all of Mississauga's projects at a very high level in a Provincial rating system and therefore should be used as one of the criteria.

.....2

RECOMMENDATION:

1. That the City of Mississauga request the Ministry of Transportation and Communications to give consideration to the following requests which have been previously outlined to the Greater Toronto Area Transportation Planning Forum:

   (i) the construction of Eglinton Avenue from Highway 10 westerly;

   (ii) the construction by the M.T.C. of the Highway 401/403/410 interchange;

   (iii) the construction by the M.T.C. of the Highway 410/Courtneypark Drive interchange;

   (iv) the Highway 403 arterial extension from Cawthra Road to Eglinton Avenue;

   (v) the Mississauga busway from Renforth Drive to Winston Churchill Boulevard.

2. That the City of Mississauga endorse the Region of Peel's suggestion that the M.T.C. use as one of its weighting factors the cost/benefit ratio based on total capital costs per passenger kilometer in deciding the order of transportation capital expenditures.

William P. Taylor, P. Eng.
Commissioner of Engineering and Works

Attach.

0495E/0039E

Region of Peel

MEMORANDUM

To DISTRIBUTION BELOW

Date November 28, 1986

From

D.H.C. Thwaites
Director of
Transportation Policy

Subject

Attached Report
Greater Toronto Area
Transportation Planning Forum

Please find attached, a copy of our report that went to Council yesterday, November 27, 1986. A copy will be forwarded to your Clerk from the Clerk's Department but in the interim I am forwarding a copy for your information and encourage you to have it included on your Council's agenda prior to Christmas.

D. H. C. Thwaites
Director
Transportation Policy

DHCT:jg
Attach.

cc D. Van Bielen, City of Brampton
W. Taylor, City of Mississauga ✓
R. Black, Town of Caledon

ENGINEERING & WORKS DEPARTMENT
RECEIVED FILE
DEC 3 - 1986

Route To	Initials	Date
WPT		
JDF		
JWT		

cc Kevin

The Regional Municipality of Peel

November 17, 1986

The Chairman and Members
Regional Chairman and Council

SUBJECT

Greater Toronto Area Transportation Planning Forum
Progress Report

INTRODUCTION

On June 26 1986 Regional Council passed resolution 86-388 endorsing the proposal of The Ministry of Transportation and Communications (MTC) to organize the Transportation Planning Forum to "consult and develop information on the four major transportation programs serving the Greater Toronto Area (GTA)". During the last four months, staff have reported to Regional Council on activities of this Forum. This report reviews the process the Forum has developed to review major transportation investment opportunities and provides an opportunity for Council to endorse the requests of the Region and the three local municipalities of their investment requests. The letters outlining the investment requests are attached as appendices to this report.

The MTC's four programs to be reviewed are:

- Municipal Roads
- Municipal Transit
- Commuter Transit (GO Transit)
- Provincial Highways.

On July 15, 1986, the Forum was convened to confirm its objectives, outline the areas of mutual concern and to appoint a sub-committee to establish appropriate methods to determine the concerns of municipal governments and their staff about the delivery of Provincial transportation services through these four programs.

THE SUB-COMMITTEE REPORT

During July and August the Sub-Committee composed of representatives of the three Regions of Peel, York and Durham, Metro and the MTC met four times to collate the major transportation deficiencies identified by the municipalities in this area and recommended that a detailed evaluation of the relative value of various proposals to meet these transportation deficiencies be undertaken by four Sub-Committees dealing with specific transportation characteristics, i.e.:

1) Maintenance, Rehabilitation and Reconstruction;
2) Short-Term Improvements;
3) Long-Term Transportation Benefits; and
4) Long-Term Land Use Development Benefits.

These Committees were to analize the value of transportation projects in all modes to solve the various region wide transportation problems. On August 26, 1986, the Transportation Planning Forum met to receive the Sub-Committee report, adopted the recommendations, and requested the three Regions and Metro to appoint representatives to each Sub-Committee. Lower tier municipalities were invited to send representatives to any Committee which they wished. Since transit is a major expense to both the Province and the responsible municipalities, representatives of the major transit operators were requested to be members of the appropriate Sub-Committees. Mississauga and Markham Transit were able to assist in the appropriate areas, Brampton Transit is having management staff change and was unable to contribute and the Toronto Transit Commission (TTC) declined to participate.

Committee representatives from Peel Region were:

	Peel	Mississauga
1) Maintenance, Rehabilitation and Reconstruction	G. Dolan	
2) Short-Term Improvements	D. Thwaites	N. Dodd J. Falk
3) Long-Term Transportation Benefits	J. Thompson	J. Thomas
4) Long-Term Land Use Development Benefits	P. Allen	W. Waite

In addition to organizing these four Sub-Committees, the Transportation Planning Forum arranged to meet every two weeks for a day long meeting to hear presentations from each agency on Planning Objectives of the Municipality, it's growth projections, the current transportation system deficiencies and the specific deficiencies each major transportation facility is expected to resolve. These meetings were held at various locations across the Greater Toronto Area (GTA) in order to permit participants to see recent developments and become more familiar with transportation deficiences. The Transportation Planning Forum held a total of five meetings between September 17 and November 14, 1986. Together the Forum and its sub-committees held 25 meetings within this two month period.

PROJECT ANALYSIS

Agencies responsible for funding transportation systems were requested to submit a list of major transportation projects that were approved by the political level, or were recommended in a major transportation study as needed transportation system improvements. These lists were submitted in September and totalled about 130 major projects. The Region of Peel's lists, attached as Appendix 'A' to this report, were approved for the most part by Regional and Local Councils between June and September. Caledon being more remote from the G.T.A. provide a staff only letter concentrating on Provincial transit and highways. Projects on these lists were assigned to three Sub-Committees for their comments.

The Maintenance, Rehabilitation and Reconstruction Sub-Committee reviewed current spending objectives, sufficiency ratings and the rate of deterioration of the transportation infrastructure. In order to maintain the present investment in the transportation system, without considering any increase in capacity, funding levels must be increased significantly. In recent years, municipal funding has exceeded Provincial ceilings. An increase in Provincial contributions to present Municipal spending levels would provide immediate increased total spending by municipalities. Further increases in Provincial ceilings above current Municipal spending levels would require transportation spending to increase above present current spending to attract additional provincial subsidy. One concern identified by this Committee is that the transportation construction industry has been decreasing in size and capacity for the last decade and an increase in construction activity must also evolve over a period of years in order to develop and maintain an economical and healthy construction industry.

The Short-Term Improvements Sub-Committee assignment was to develop programs, program enhancements, and projects which could improve travel conditions in the next three years, that are currently unfunded or are underfunded. This includes traffic control improvements, all new bus routes or service improvements, railway grade separations that have been approved for engineering design and submission to the CRTC, as well as traffic system management. The Short-Term Sub-Committee met four times during the ten week period, and prepared a report outlining a number of geometric design and system management improvements, which when combined with current spending programs will ease transportation system congestion.

The Long Term Transportation Benefits Sub-Committee reviewed approximately 150 projects or stages of projects. To understand the relative benefit of each project stage the "proponent" was asked to provide an estimate of cost, projected ridership, existing corridor usage, length, and construction staging. The committee then classified each project by:

1) the type of transportation problem it is attempting to ease
2) current or future deficiency
3) major cost (over $30 million) and complexity
4) alternative solutions available

A further refinement of classification divided the projects into nine groups as follows:

1.0)	Major Individual Projects	30 projects
2.1)	Existing Capacity Deficiencies	32 projects
2.2)	Future Capacity Deficiencies	25 projects
2.3)	Missing Links	14 projects
2.4)	Safety Related (Railway Grade Separation)	10 projects
2.5)	Gateways (Transportation - Terminals)	6 projects
3.1)	Funded Projects - Advance Schedule	4 projects

3.2)	Funded Projects - Maintain Schedule	9 projects
3.3)	Immediate Planning Required	20 projects

The Committee reviewed the major projects to determine their transportation benefits relative to the capital cost and judged each project on its immediate need and benefit to solve the transportation problem which it is proposed to resolve. This was done in terms of cost/passenger-kilometer. The Committee provided its report to the Transportation Planning Forum on November 14, 1986.

The Long Term Land Use Benefits Sub-Committee identified the specific land use benefits related to each of the major projects as determined by the project proponent or benefiting municipalities. These benefits were described by the number of housing units served, employees to be accommodated, or acres of industrial or residential land opened for use. An attempt was made to develop a few alternative implementation scenarios of high priority projects. However, this Committee was unable to determine relative ranking of major projects.

Conclusions of Project Analysis

During the deliberations of the working committees the following projects were identified as potential solutions to area wide problems within the Region of Peel (and under Regional jurisdiction) and were evaluated for earlier implementation.

1) Steeles Ave. - Hwy. 50 to McLauglin Road

2) Derry Rd.
   a)Airport Rd. to Hwy. 10
   b)Hwy. 10 to Mississauga Rd.

3) Erin Mills Pkwy. - Queensway to Britannia Road

4) Queensway - Cawthra Rd. to Etobicoke Creek

All five sections were evaluated on the basis of widening to 6 lanes to increase capacity across the Metro boundary or provide exclusive bus lanes to feed the Mississauga Busway.

At present, the Forum is preparing a report to provide the Ministry and participating municipalities with a summary of the information obtained, and recommendations for allocating appropriate funding to maintain and expand the transportation capacity in the Greater Toronto Area in order to maintain the economic vitality of Southern Ontario. A draft of that report is expected to be ready by the end of December.

RECOMMENDATIONS

That the Region of Peel requests the MTC to give favourable consideration to:

1) The implementation of the transportation projects outlined in the attached resolutions, letters and reports from the Region of Peel and its constituent municipalities

2) The implementation of the facilities listed below which have been added to the facilities requested by the Region.
   a) Steeles Avenue Highway 50 to McLaughlin Road
   b) Derry Road:
      i) Airport Road to Highway 10
      ii) Highway 10 to Mississauga Road
   c) Erin Mills Parkway Queensway to Britannia Road
   d) Queensway - Cawthra Road to Etobicoke Creek

3) Giving major consideration to the use of cost/benefit ratios based on total capital costs per passenger kilometer as an indicator of the efficient use of transportation capital expenditures;

And that this report be circulated to the Cities of Brampton and Mississauga and the Town of Caledon for their endorsement.

Peter E. Allen
Commissioner of Planning

DHCT/cm

P.E. Allen, Commissioner of Planning

RECEIVED

JUL

June 26, 1986

TO:

FROM: Office of the Regional Clerk.

Your attention is drawn to the following resolution which was adopted by Council on:

Resolution 86-388:

That the Region support the Ministry of Transportation and Communications comprehensive approach to transportation investment decisions and request the Province to consider the following projects during its evaluation of the long term investment strategy:

(a) Complete the Highway 410 - Highway 403 interchange at Highway 401;

(b) Complete Highway 410 to Bovaird Drive (Highway 7) and its extension north to Highway 10;

(c) Build the Mavis Road Interchange at Highway 401;

(d) Provide two-way all day service on the Georgetown-Brampton and the Milton-Streetsville GO and integrate these services with expanded Richmond Hill service;

(e) Increase capacity on the Lakeshore GO Train as required by increased travel demand;

(f) Approve the subsidies for municipal busways requested within the Region;

(g) Construct the Derry Road underpass at Highway 401;

(h) Construct Highway 407;

(i) Complete Highway 427 to Highway 7;

(j) Relocate and build Highway 7 along Bovaird Drive from Highway 410 to east of Airport Road and then south through the industrial area to Highway 7 and Goreway Drive as shown in the Brampton Official Plan;

(k) Provide private right-of-way transit facilities along Eglinton Avenue in Metro Toronto;

(l) Provide grade separations at all arterial streets where GO Transit expansion increases rail-road conflicts beyond the present warrants;

(m) Develop integrated transit fares and services to penetrate diverse mass transit markets across regional boundaries;

And further, that the Region advise the Minister of Transportation and Communications that the changes in the Lakeshore GO service providing additional short turn service at Port Credit and express service at Clarkson are appreciated;

And further, that this resolution be distributed to Peel's M.P.P.'s.

This matter ☐ requires your attention.

☑ is sent for your information.

Regional Clerk

L.J. Maynes A.M.C.T. C.M.C. C.M.O.
City Clerk

150 Central Park Drive
Brampton, Ont. L6T 2T9
(416) 874-2111

The Corporation Of The City Of Brampton

Office of the City Clerk

1986 07 24

RECEIVED
JUL 29 1986
REGION OF PEEL
CLERKS DEPT

Mr. Larry Button
Regional Clerk
10 Peel Centre Drive
Brampton, Ontario.

Dear Sir:

Re: Brampton City Council Resolution
Clerk's File: 21.2

This is to advise that the following resolution was approved by City Council at its meeting held on 1986 07 14.

WHEREAS the City of Brampton is growing at the rate of approximately 7,000 people per year and will have a population of over 330,000 by the year 2100, and;

WHEREAS employment is growing in the City of Brampton at the rate of 3,500 employees per year, and;

WHEREAS the travel between the City of Brampton and Metropolitan Toronto has increased by 200% since 1975, and;

WHEREAS the travel between the City of Brampton and Metropolitan Toronto is projected to increase by a further 100% by the year 2011, and;

WHEREAS it is not reasonable to expect that road facilities can be expanded to accommodate the demand resulting from such growth in the immediate future,

NOW THEREFORE BE IT RESOLVED THAT the City of Brampton requests the Premier of Ontario and the Minister of Transportation and Communications to provide full train service at the earliest possible date on the Brampton/Georgetown GO Train line to Brampton and Bramalea stations and to expand the existing parking facilities at the Brampton GO station, and;

REFERRAL TO _____
RECOMMENDED
DIRECTION REQUIRED ✓
RECEIPT RECOMMENDED _____

FURTHER THAT a copy of this resolution be forwarded to the Region of Peel, the Chairman of GO Transit, and Mr. R. Callahan, M.P.P. Brampton, and;

FURTHER THAT a high priority for provincial funding be provided for the following projects:

(a) Extension of Highway #427 to Highway #7

(b) Highway #7 By-pass from Goreway Drive and Highway #7 to Bovaird Drive and Airport Road and along Bovaird Drive to Highway #410.

(c) Highway #410 extension to Snelgrove.

(d) Highway #407 construction from Highway #427 to Highway #410.

(e) Assist the City of Brampton in obtaining Federal Grants for the construction of grade separations along the C.N. line at Torbram Road, Goreway Drive, and Bramalea Road.

Please bring to the attention of Regional Council at your next Council meeting.

Yours truly

L.J. Mikulich, A.M.C.T., C.M.C., C.M.O.
City Clerk/Director of Administration

LJM:beg

c.c. D. Gordon

THE CORPORATION
OF THE
TOWN OF CALEDON

Box 1000, Caledon East, Ontario. L0N 1E0

Telephone:
416-584-2273
Georgetown, Erin and
Tottenham exchanges
use Zenith 86130

July 14, 1986

Planning Dept.
RECEIVED

Mr. Peter Allen
Commissioner of Planning
Region of Peel
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9

Dear Mr. Allen:

Re: Moving People and Goods in
the Greater Toronto Area

Thank you for the information forwarded by your letter of July 2, 1986 to Mr. Black. He and I, together with Mr. Hook, have discussed the list of projects in Regional Council's Resolution 86-388 and would provide the following comments.

Since the projects being proposed to the Minister of Transportation and Communications are oriented to a long-term investment strategy for the Greater Toronto Area, recognition should be given to: (1) the economically imperative transportation of a high volume of bulk resources from Caledon to the Toronto Demand Area; (2) the influence of inter-modal transport related to the proposed CP Rail yards on Highway #50, particularly as it may affect the rate and type of growth in the Bolton Industrial Park; and (3) the continual increase in the number of Toronto-oriented commuters, particularly in Bolton. Consequently, the following non-prioritized list would be of importance in relation to Caledon:

(a) Widening of Highway #50 from Highway #7 to Bolton (more aptly described as a short-term need);

(b) Extension of Highway #427 to Highway #50, north of Highway #7;

(c) Extension of Highway #410 to Highway #10;

(d) Alternate routes around Bolton (Highway #50 to Highway #50) and Caledon Village (Highway #10 to at least Highway #24);

(e) GO Transit and associated parking facilities (GO Bus connecting Caledon Village, Caledon East, and Bolton to Brampton and/or Malton seems practical - eventual objective is a GO Train via Woodbridge to Bolton and possible points north).

I will be pleased to discuss this further, at the meeting which is now scheduled for July 17, 1986.

Yours truly,

Alan Theobald, MCIP
TOWN OF CALEDON

AL:bs

cc: John Hook

CITY OF MISSISSAUGA

IMMEDIATE

TRANSPORTATION NEEDS

BACKGROUND

In 1985, the City of Mississauga completed the Mississauga Transportation Study. The study concentrated on two time frames, 1991 and ultimate (2011). The earlier time frame was consistent with transportation planning studies for adjacent municipalities and enabled the City of Mississauga to focus attention on the more immediate needs, including a 10 year transportation program. The longer time frame provided the City with a better understanding of the ultimate transportation needs. The study recommendations were adopted by Council in July 1985.

GROWTH

In the course of the transportation study, the 1991 population and employment levels within the City were forecast at 430,000 and 240,000, respectively. More recent forecasts prepared this year now indicate that the 1991 levels of 470,000 and 265,000 are likely to be realized. Figure 1 attached, identifies the current areas of growth and the extent to which both residential and industrial growth will be developed by 1991. In summary, over the next 5 years, the City of Mississauga will grow by approximately 100,000 persons and as well will provide an additional 60,000 employment opportunities.

TRANSPORTATION PROBLEMS

The assessment of the City's transportation needs was based on certain fundamental assumptions as to the development of the road and transit network by the year 1991, including the following provincial highway improvement projects:

1) the construction of Highway 407 between Highway 403 and Highway 401 on the west boundary of the City

2) the widening of Highway 401 between Highway 10 and Mississauga Road to 10 lanes

3) the widening of Highway 401 between Mississauga Road and Trafalgar Road to 8 lanes

4) the construction of a full interchange at Courtneypark Drive and Highway 410

With the deferral of the foregoing projects by the Ministry of Transportation and Communications in total or in part until after 1991, the City's transportation needs were reassessed to determine the 'additional pressure' on the municipal road system.

Briefly, the 1991 Update concluded that considerably more traffic would have to be accommodated by the major east-west municipal roads and in particular Eglinton Avenue and the Highway 403 Arterial and that the timing of the busway should be advanced in order to effect a more balanced transportation system and to alleviate the capacity deficiencies in the Highway 403 corridor. It should be pointed out that Highway 403 is presently operating at capacity at the crossing of the Credit River during both the a.m. and p.m. peak hours (5,550 vph and 6,280 vph, respectively in June 1986) only 4 years after the opening of this facility.

The other immediate transportation problems to be resolved include improved access to the City Centre from Hurontario Street and Highway 403 and improved access to the Airport South and West Malton industrial districts from Highway 403 and Highway 410.

Figure 2 summarizes the immediate transportation problems to be resolved within the City of Mississauga.

IMMEDIATE TRANSPORTATION NEEDS

Considering the accelerated growth patterns; the congested traffic conditions along all of the major east-west facilities and the difficulty of accessing the major employment districts within the City, the City of Mississauga has identified the following immediate transportation needs, as illustrated in Figures 3 and 4:

WITHOUT FANTASYWORLD

(Figure 3)

1) Eglinton Avenue from Highway 10 westerly
2) Mississauga Busway, Renforth to Winston Churchill Blvd.
3) Highway 403 Arterial Extension, Cawthra to Eglinton
4) Interchange at Highway 10 and Rathburn Road
5) Interchange at Highway 410 and Courtneypark Drive

WITH FANTASYWORLD

(Figure 4)

1) Eglinton Avenue from Highway 10 westerly
2) Mississauga Busway, Renforth to Winston Churchill Blvd.
3) Highway 403 Arterial Extension, Cawthra to Highway 401
4) Interchange at Highway 10 and Rathburn Road
5) Interchange at Highway 410 and Courtneypark Drive
6) Interchange at Highway 401 and Highway 403 Arterial
7) Matheson Ave. Extension, Dixie Road to Renforth Blvd.

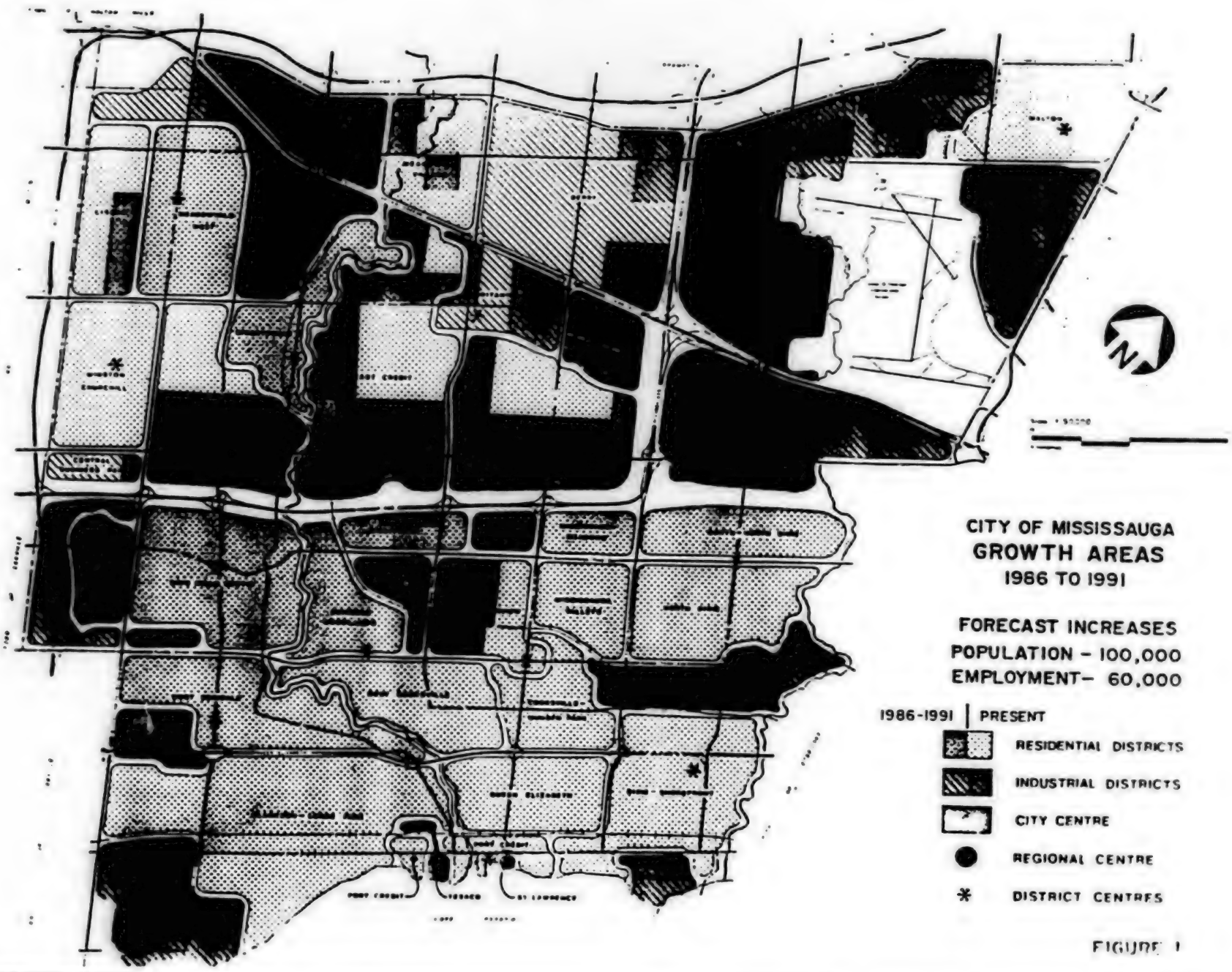

CITY OF MISSISSAUGA
GROWTH AREAS
1986 TO 1991
FORECAST INCREASES
POPULATION - 100,000
EMPLOYMENT- 60,000
1986-1991 | PRESENT
RESIDENTIAL DISTRICTS
INDUSTRIAL DISTRICTS
CITY CENTRE
REGIONAL CENTRE
DISTRICT CENTRES

FIGURE 1

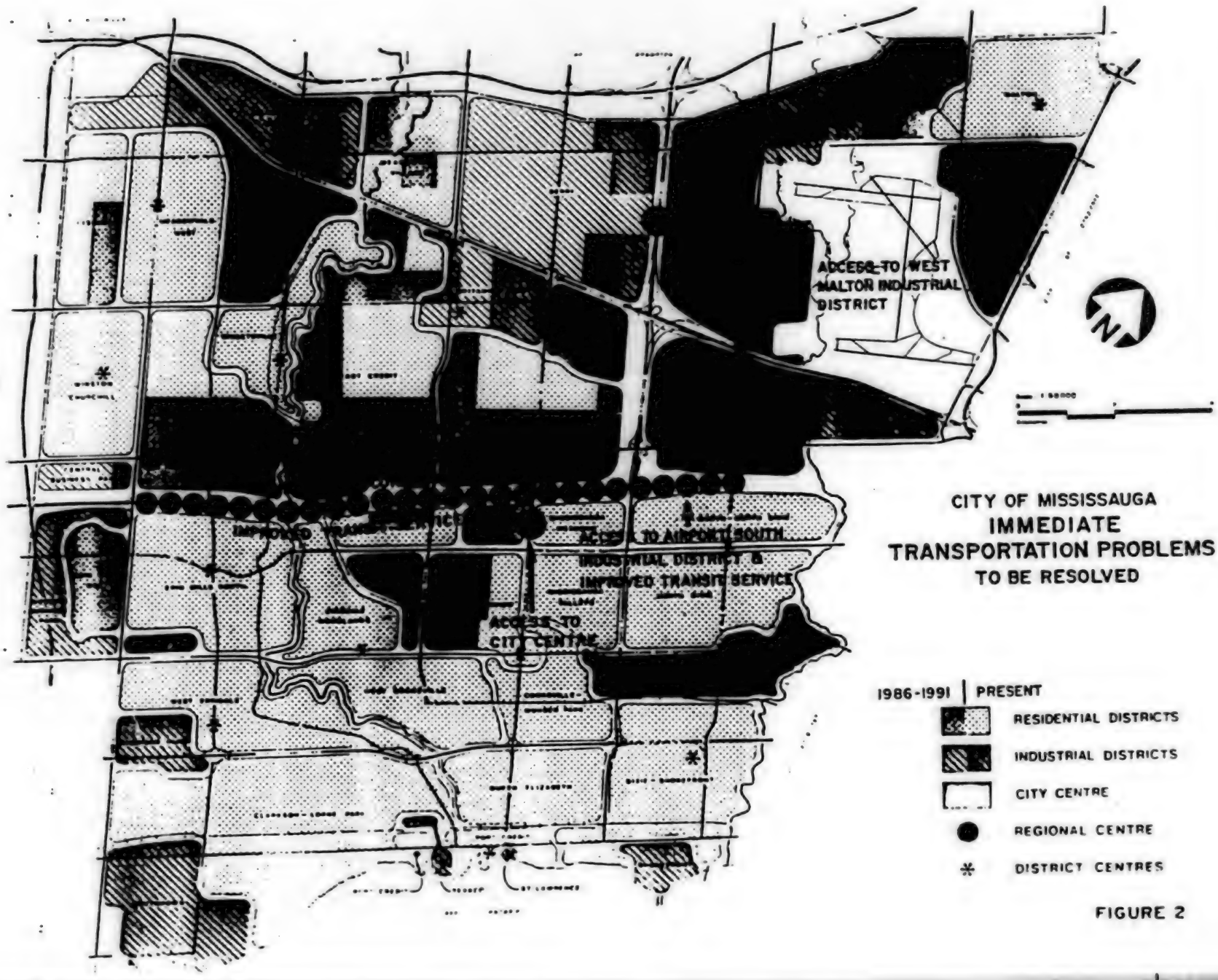
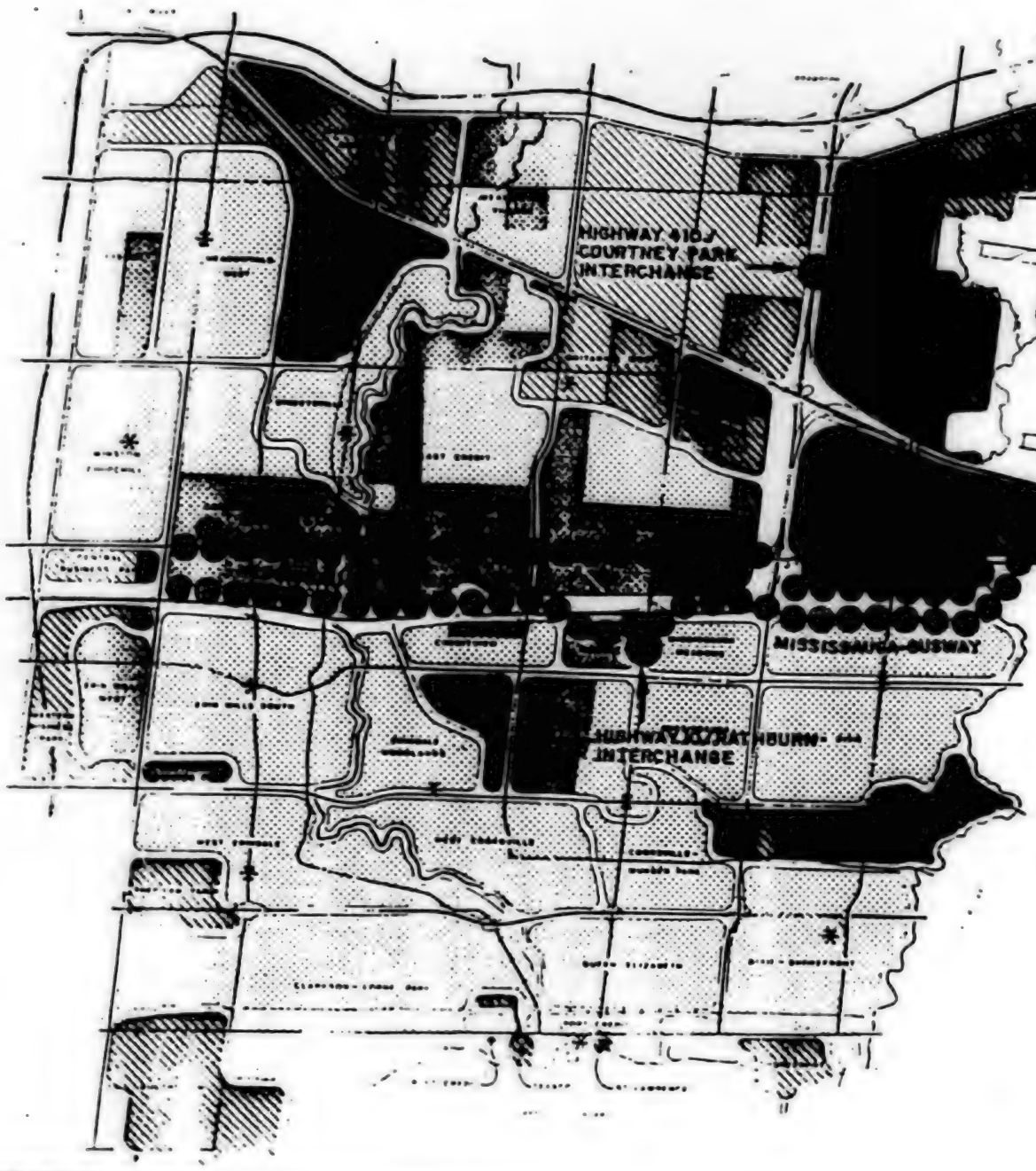

ACCESS TO WEST MALTON INDUSTRIAL DISTRICT
ACCESS TO AIRPORT SOUTH INDUSTRIAL DISTRICT & IMPROVED TRANSIT SERVICE
ACCESS TO CITY CENTRE
N
CITY OF MISSISSAUGA
IMMEDIATE TRANSPORTATION PROBLEMS TO BE RESOLVED
1986-1991 | PRESENT
RESIDENTIAL DISTRICTS
INDUSTRIAL DISTRICTS
CITY CENTRE
REGIONAL CENTRE
DISTRICT CENTRES

FIGURE 2



CITY OF MISSISSAUGA

IMMEDIATE TRANSPORTATION NEEDS

0 TO 5 YEARS

WITHOUT FANTASYWORLD

1986-1991 | PRESENT

- RESIDENTIAL DISTRICTS
- INDUSTRIAL DISTRICTS
- CITY CENTRE
- REGIONAL CENTRE
- DISTRICT CENTRES

FIGURE 3

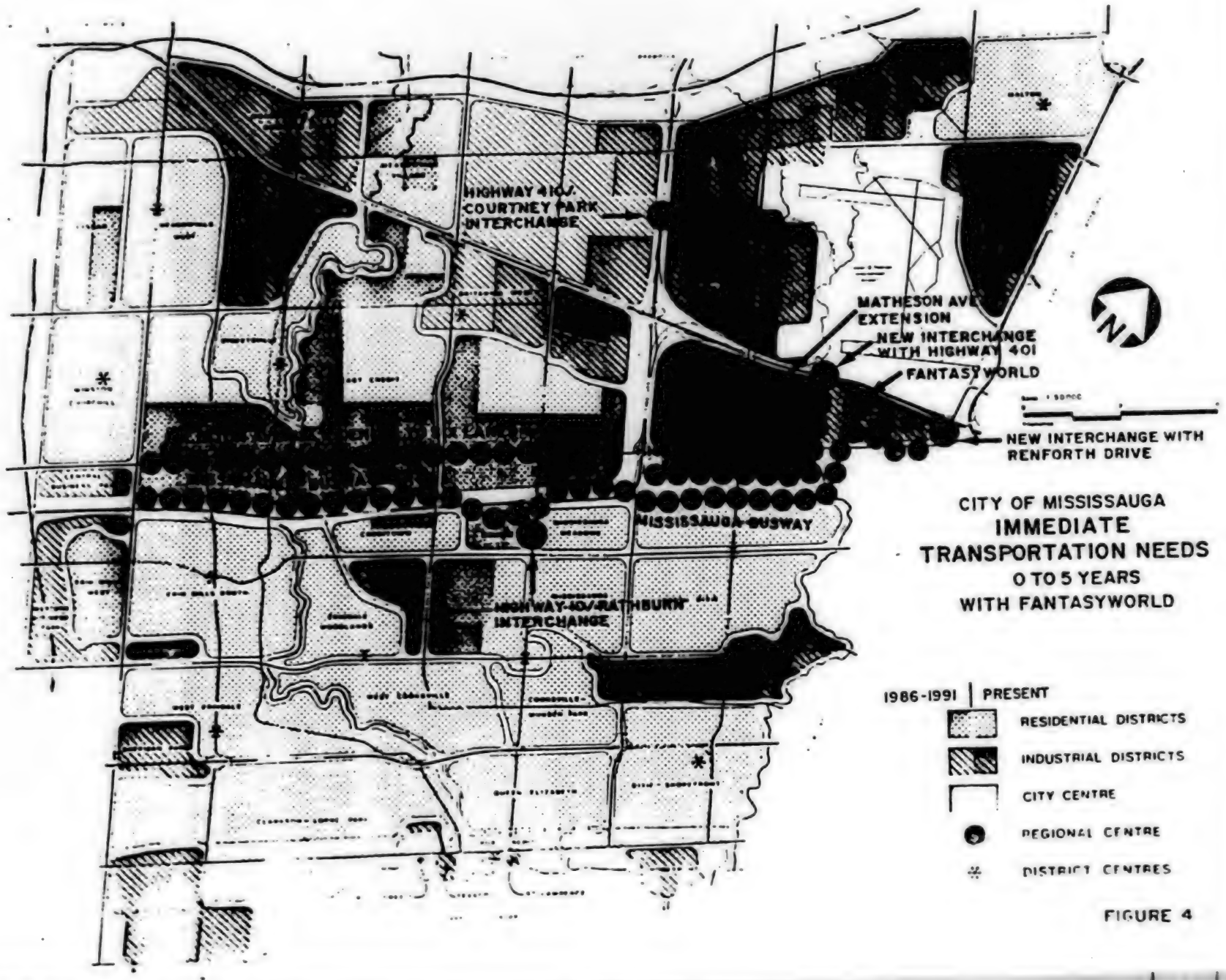

HIGHWAY 410/
COURTNEY PARK
INTERCHANGE
MATHESON AVE
EXTENSION
NEW INTERCHANGE
WITH HIGHWAY 401
FANTASY WORLD
NEW INTERCHANGE WITH
RENFORTH DRIVE
MISSISSAUGA BUSWAY
HIGHWAY 403/RATHBURN
INTERCHANGE
N
CITY OF MISSISSAUGA
IMMEDIATE
TRANSPORTATION NEEDS
0 TO 5 YEARS
WITH FANTASYWORLD
1986-1991 | PRESENT
RESIDENTIAL DISTRICTS
INDUSTRIAL DISTRICTS
CITY CENTRE
REGIONAL CENTRE
DISTRICT CENTRES

FIGURE 4

MISSISSAUGA TRANSIT
975 Central Parkway West, Mississauga, Ontario, L5C 3B1 ● Phone (416) 279-5900

July 21st, 1986

File: 467.00

Planning Dept.
RECEIVED

Mr. P. Allen,
Commissioner of Planning,
Regional Municipality of Peel,
10 Peel Centre Drive,
Bramalea, Ontario.
L6T 4B9

Dear Mr. Allen: Pete .

RE: Anticipated Capital Costs to 1996

The following, tentative cost estimates (in $ 1984) for Mississauga Transit buses and garage facilities are provided as referred to at the July 17th, 1986 meeting.

1. New Garage Facility

Based on forecast bus fleet expansion the existing garage will be at capacity in 1988. A garage for 250 buses with maintenance and administrative areas on about 10 acres of property may cost about $10 million.

2. New and Replacement Buses

The City Planning Department forecast a population of 529,000 by 1996. This population size could require a fleet of about 440 buses. This will require 193 buses in addition to the 193 that should be available at the end of 1986. This will require the purchase of 19 to 20 buses per year over the 10 year period. Assuming, for estimating purposes, an average bus cost of $220,000 (40's & 60's) the annual total cost could be about $4,300,000. Given a 75% Provincial Subsidy the Provincial annual, cost could be $3,225,000.

During this period 121 existing buses that will have been in continuous service for 18 years will need to be replaced as follows:

1987	1	$ 220,000
1988		
1989	5	1,100,000
1990		
1991	10	2,200,000
1992	23	5,060,000
1993		
1994	32	7,040,000
1995	20	4,400,000
1996	30	6,600,000

Please let me know if other information is required.

Yours truly,

MISSISSAUGA TRANSIT

Norman Dodd
Manager-Transit Planning

ND/dk
c.c. D. Thwaites
1.22(25)

City of Mississauga

MEMORANDUM

To: W. P. Taylor, Commissioner
Dept. Engineering & Works

From: Pat Mullin, Councillor
Dept. Ward 2

December 9th, 1986

DEC 10 1986
OPERATIONS/WORKS

Re: Parking On Sandgate Crescent

At the present time, parking is prohibited on the south side of Sandgate Crescent from 8:00 a.m. until 11:00 p.m. through the property of Elmcrest Public School. This is required to provide a clear view for motorists and pedestrians from the school.

After several complaints from the residents in Ward 2, I would like to see parking prohibited through the curves, approximately from Vey Road to Karenza and from Vey to Lockhart Road. This would eliminate any danger to motorists and pedestrians.

Please arrange to have the signs posted as soon as possible. If you require further clarification, please do not hesitate to contact me.

Pat Mullin

Pat Mullin,
Councillor, Ward 2

PM/dm

CITY OF MISSISSAUGA

M I N U T E S

MEETING SEVENTEEN EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, DECEMBER 10, 1986, 9:10 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT:
Councillor H. Kennedy (Chairman)
Councillor P. Mullin
Councillor L. Taylor
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn
Mayor H. McCallion (Ex-officio)

MEMBERS ABSENT: NIL

OTHERS PRESENT: Councillor M. Prentice

STAFF PRESENT:
Mr. D.A. Lychak, City Manager
Mr. A. McDonald, Acting Commissioner of Engineering and Works
Mr. J. Thomas, Traffic Section, Engineering/Works Dept.
Mr. L.W. Stewart, City Solicitor (part)
Chief G. Bentley, Fire Department
Ms. L. Mailer, Committee Coordinator

DEPUTATIONS - 9:10 A.M.

A. (i) Dr. J. Heads, Executive Director, Railway Transport Committee.
(ii0 Mrs. Evelyn Dorfman, 22 Sherbourne Avenue, Toronto
(iii) Mr. I. Tikkanen, Director General, Engineering Branch, Railway Transport Committee
(iv) Mr. R. Cyr, National Director, Operation Lifesaver

D.02.04

SEE ITEM 1

MATTERS CONSIDERED:

1. Dr. Heads advised that the presentation was being made at the request of the Federation of Canadian Municipalities. Dr. Heads referred to the paper entitled "Pedestrian Safety at Railway Crossings" prepared by a Toronto area citizen, Mrs. E. Dorfman. Mrs. Dorfman raised 2 major issues with respect to pedestrian safety at railway crossings: greater cooperation and communication between the interested parties was required and the number of specific accidents in Mississauga.

Mrs. Dorfman advised that the purpose of her paper was to review the attitudes and events on this subject and make recommendations for action and change. Her interest is purely one of an independent citizen and developed out of her interest concerning the general question of the official response in Ontario to Coroner's jury recommendation on such accidents. Mrs. Dorfman suggested that a multi-level body be formed in the interests of improving communication and attaining common goals, i.e. safety for pedestrians and vehicular traffic at railway crossings.

In response Mr. McDonald advised that the issue of pedestrian safety at level crossings has been thoroughly discussed in Mississauga over many years and Staff and Council have expressed their concerns to the Transport Commission. Simply to maximize safety at these crossings requires the construction of grade separations; however, this is not always reasonable nor feasible from community or funding standpoint. With respect to pedestrian gates there are pros and cons. In a multi-track line such as Lakeshore, the advantages outway the disadvantages. There are approximately 120 trains/day and most are high speed passenger trains as opposed to the slower, longer freight trains. The accidents are mostly as a result of confusion at such crossings. Another way to increase safety is to provide a high grade sidewalk over the tracks as opposed to the planks which are preferred by the Railway Companies for simple maintenance reasons.

Staff were requested to provide an inventory of the crossings in the City related to pedestrian/vehicular/train volumes and type of safety devices provided.

Dr. Head concurred with Mr. McDonald's comments and pointed out that the Commission is not opposed to pedestrain gates, but it is the cost of the installations that is the question. Mr. Tikkanen pointed out that in 1984 the Railway Transport Committee Working Group was established composed of representatives from the railways, Operation Lifesaver and the Canada Safety Council. Since then rather than form a new organization the Province of Ontario has been asked to participate in the Working Group.

Mr. Tikkanen confirmed at one time that the Railway Transport Committee was at one time against the funding of the gates; however, Staff have reviewed the matter further and would give favourable consideration to a request from the City for the installation of gates at various crossing. Staff of the R.T.C. would be prepared to make a recommendation to the Commission to provide funds for a pilot project in Mississauga. A detailed proposal could be developed for presentation to the Commission and Staff would request the Commission to reconsider its decision.

Councillor Culham recommended that the suggestion be referred to staff for a report back to the Committee recommending that an application be made. This motion was voted on and carried.

Mr. Cyr of Operation Lifesaver pointed out that there is a great necessity to educate the public as it has been determined that nearly all the accidents could have been avoided. The railway companies joined with the Railway Transport Committee of the Canadian Transport Commission and Provincial as well as Municipal Governments to upgrade rail/highway crossing and install additional automatic warning devices. However, despite these efforts the accidents have not decreased. In most cases, the accidents were caused when warning devices were ignored. A lack of knowledge about rail/highway grade crossing hazards is part of the problem and therefore education is the solution. Operation Lifesaver, a project of The Railway Association of Canada, of Transport Canada of the Canadian Transport Committee in cooperation with the Canada Safety Council is an active, continuing public education program designed to create an awareness by the general public of the potential hazards, to improve drivers' and pedestrians' behaviour at these intersections and is aimed at reducing the number of accidents and losses. It is funded jointly by the Railway Association of Canada and Transport Canada.

Mr. Cyr presented an Program Guide and advised that three videos have been developed to reach three different groups; young children, teenage drivers, and adult drivers. In response, Mr. Cyr advised that the Guide and the videos could be supplied to any groups and schools upon request.

Members of Committee thanked the Representatives for their time and presentation.

D.02.04

See Recommendation OW-467-86 (D. Culham)

2. Report dated November 26, 1986, from the Commissioner of Engineering & Works providing an updated on the Central Traffic Control System.

For all practical purposes the Central Traffic Signal Control System (C.T.S.C.S.) is completed. Upon completion of all existing deficiency items and termination of the ninety day "Observation" period, final acceptance of the system barring unforeseen problems, should be made on or about February 15, 1987.

In order to test the complete operation of the C.T.S.C.S. during these final stages of acceptance, intersection control strategies have been limited. Now that these crucial periods have been completed, the operation of the system will be fine tuned to the needs of the roadway networks. Examples of major future operational adjustments are as follows:

1. Place intersections in "Local" mode of operation during late evening to early morning periods. This action would return the individual intersection to its own control mode thereby minimizing delays to motorists entering the intersection from the cross streets.

2. Update the system optimization program to create a better on-line operation with the central system. This system offers a wide range of control strategies. Included in this will be adjustments to arterial progressions, local intersection timings, etc.

3. Review system field hardware maintenance procedures to optimize level of service of overall system performance.

With regard to the suggestion of night flash this form of control is not warranted from a safety standpoint especially when there is an alternative of "Local" control mode which provides a much better alternative in resolving the problem of motorists' delay.

The operation of vehicle progression along a roadway is impacted by a large number of conditions. Some of these include speed of vehicles, directional splits of volumes between sets of signals, intersection spacing and other major roadway connections, all contribute to effect progression. These conditions are further complicated by the actuated form of control operated at each of the individual signalized intersections. It must be pointed out that attempts are being made to service the majority volumes of traffic as well as to effect optimization of network progression. During the ongoing fine tuning of the C.T.S.C.S. progression will become even more evident to the roadway users. There have been favourable comments from various sources with respect to improved travel times along roadways such as Lakeshore Road, Bloor Street, Burnhamthorpe Road, etc.

RECOMMENDATION:

That the report dated November 26, 1986, of the Commissioner of Engineering and Works on the Central Traffic Signal Control System be received, and that a further report be prepared on the operation of the system in April 1987.

J.05.82043

Approved
See Recommendation OW-469-86 (D. Culham)

3. Report dated November 18, 1986, from the Commissioner of Engineering & Works in response to the Committee's request to review the policy of not providing crossing guards at school bus pickup points that the Engineering and Works Department address whether the City should have input into the school bus stop locations in order that they can be tied with existing guards, traffic lights or stop signs.

Council at its meeting of April 9, 1984 adopted the recommendations of the Traffic Safety Council which established policies with respect to the placement of adult crossing guards. The many policies established at that time were practices used by Traffic Safety Council in evaluating requests for adult crossing guards, but that had not been formally adopted by City Council. The following recommendation with respect to the provision of adult crossing guards at school bus stops was adopted:

"(g) Crossing guards not be provided for students who are picked up and discharged by school buses."

With respect to Engineering and Works Department input into the location of school bus stops, both Boards of Education have staff whose specific job is to route school buses in the most efficient and safe manner which includes the locating of student pickup locations. Their staff are fully aware of the traffic controls in the areas and, therefore, it would not be required for our direct involvement in the locating of bus stops. Where possible the Boards route their buses to make use of existing traffic control devices and to avoid school bus stop locations on major roads. This is not to say that where the City has a concern with a location, that the Boards of Education have not been requested to relocate a stop location. Both Boards have been responsive to our concerns in the past.

With regard to the placing of adult crossing guards at school bus stops, the previously mentioned policy is based on the Highway Traffic Act requirement that all traffic come to a complete stop when a school bus is stopped and has its flashers activated. This provides children an adequate level of safety when crossing the road. It is however incumbent upon the parents and Boards of Education to educate the children on the proper method of crossing at a school bus stop, that is, to wait on their side of the road and to cross only when the school bus has stopped, activated the flashers and all traffic has come to a complete stop.

With regard to the use of existing adult crossing guards, where a school bus stop coincides with an adult crossing guard, the children are assisted in crossing. However, in most cases the school bus arrives much earlier than the time the guard is required for walking children. This would require the extension of the guard's crossing time and would result in additional costs to the City which in our opinion is not required for the reasons indicated above.

At the specific location of Bud Gregory Boulevard and Central Parkway, the Peel Board of Education has rerouted their buses to pick up children on both sides of Central Parkway East, however, the Dufferin Peel Roman Catholic Separate School Board still has children crossing at Bud Gregory Boulevard.

RECOMMENDATION:

(a) That adult crossing guards not be provided at school bus stop locations.

(b) That the Dufferin Peel Roman Catholic Separate School Board be requested to review their school bus routes with a view to eliminating the need for children to cross Central Parkway East at Bud Gregory Boulevard.

Councillor Taylor noted that the report simply reiterated the current policy, and he recommended that the report be referred back to Staff for a review as to what is actually happening in the new areas of the City and to take a sample area and prepare a report on the traffic volumes, number of children, safety factors, etc.

Mr. McDonald pointed out that Staff have been requested for a report on the entire issue of schools and busing in the new subdivisions. This report is to be coordinated by Planning with the School Boards, Traffic, and Finance.

Councillor Taylor requested to be recorded as voting in the negative of this recommendation.

F.06.03.02

Approved
See Recommendation OW-470-86 (P. Mullin)

(Mayor H. McCallion declared a conflict of interest with respect to Item 4 by virtue of joint ownership with her Husband of the property municipally known as 1560 Britannia Road West which is their place of residence and refrained from discussing and voting on this item.)

4. Report dated November 28, 1986, from the Commissioner of Engineering & Works regarding the assumption of municipal works for Coachford Way Subdivision (lands located north of Britannia Road West/west of Creditview Road). As far as the Engineering Department is concerned, the developer, Markborough Properties Ltd., has complied with all the requirements of the Servicing Agreement for the installation of municipal services except for various minor above ground deficiencies in the amount of $1,117.29 which has been covered by a cheque to correct in the 1987 construction season.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited, under the terms of the Servicing Agreement for Coachford Way Subdivision (Plan 43M-512 - lands located north of Britannia Road West/west of Creditview Road).

(b) That the City Treasurer be authorized to release the Letters of Credit currently valued at $147,315.67 and $33,566.50 to the Developer.

(c) That a by-law be enacted to establish the road allowances as public highway and part of the municipal system of the City of Mississauga within Plans 43M-512 (lands located north of Britannia Road West/west of Creditview Road).

B.06.512.02
F.02.02

Approved
See Recommendation OW-471-86 (T. Southorn)

(Mayor H. McCallion declared a conflict of interest with respect to Item 5 by virtue of joint ownership with her Husband of the property municipally known as 1560 Britannia Road West which is their place of residence and refrained from discussing and voting on this item.)

5. Report dated November 28, 1986, from the Commissioner of Engineering & Works regarding the assumption of municipal works for Oakington Place Subdivision (lands located north of Britannia Road West/west of Creditview Road). As far as the Engineering Department is concerned, the developer, Markborough Properties Ltd., has complied with all the requirements of the Servicing Agreement for the installation of municipal services except for various minor above ground deficiencies in the amount of $791.41 which has been covered by a cheque to correct in the 1987 construction season.

RECOMMENDATION:

(a) That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited, under the terms of the Servicing Agreement for Oakington Place Subdivision (Plan 43M-513 - lands located north of Britannia Road West/west of Creditview Road).

(b) That the City Treasurer be authorized to release the Letters of Credit currently valued at $115,860.25 and $4,323.00 to the Developer.

(c) That a by-law be enacted to establish the road allowances as public highway and part of the municipal system of the City of Mississauga within Plans 43M-513 (lands located north of Britannia Road West/west of Creditview Road).

B.06.512.02
F.02.02

Approved
See Recommendation OW-472-86 (T. Southorn)

6. Report dated November 17, 1986, from the Commissioner of Engineering & Works in response to a request from Indal Technologies Inc of 3570 Hawkestone Road that parking be restricted on Hawkestone Road in front of their property for reasons of security, safety and snow removal. The Engineering Department has no objection to the request as sufficient parking is available on site and the level of safety around this curve would be improved.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on the west side of Hawkestone Road across the frontage of Indal Technologies Inc., 3570 Hawkestone Road.

F.06.04.02

Approved
See Recommendation OW-473-86 (D. Culham)

7. Report dated November 26, 1986, from the Commissioner of Engineering & Works in response to a petition from the residents on Kilbride Crescent requesting 12 hour parking on both sides of this street.

Engineering has reviewed this request and have determined that each of the residence on Kilbride Crescent (single-family homes) have a garage and a driveway which will accommodate at least one and in many cases two vehicles. This translates to a minimum of 200% and in some cases 300% on-site parking availability. It appeared that a number of driveways could be widened to accommodate additional vehicles. City policy provides that extended on-street parking shall only be considered in residential areas where less than 200% on-site parking is available with no room for driveway expansion.

RECOMMENDATION:

That extended parking not be implemented on Kilbride Crescent as the criteria for the evaluation of extended on-street parking was not met.

F.06.04.02

Approved
See Recommendation OW-474-86 (T. Southorn)

8. Report dated November 26, 1986, from the Commissioner of Engineering & Works in response to a request from the Traffic Safety Council to expand the limits of the existing 40 km/h speed zone on Paisley Boulevard fronting Mary Fix School. This is as a result of concerns from parents whose children attend Cashmere Public School on Cashmere Avenue, south of Paisley Boulevard, located west of Mary Fix School.

Personnel from the Engineering Department have conducted vehicle speed analyses and reviewed the existing limits of the 40 km/h signing on Paisley Boulevard in the vicinity of Mary Fix School. It has been determined that an 85th %ile speed of 55 km/h exists in the 50 km/h zone west of the school. This would be considered acceptable in a residential area, from an Engineering Traffic standpoint. However, with the presence of the two schools and numerous children in the area, the level of safety in the area of the two schools could be improved by expanding the 40 km/h speed zone limits. Therefore, the Department has no objection to extending the reduced speed zone from its present limits easterly to Callum Avenue and westerly to Mavis Road.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a 40 km/h speed zone on Paisley Boulevard from Mavis Road to Callum Avenue.

F.06.04.10

Approved
See Recommendation OW-475-86 (D. Culham)

9. Report dated November 26, 1986, from the Commissioner of Engineering & Works regarding Through Highway Designations to incorporate into Schedule 10 of By-law 444-79, as amended, a revised through highway designation within plans 43M663 and 43M671 which is necessary to establish stop controls within the above noted plans.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in plans 43M663 and 43M671 (lands located at the northeast corner of McLaughlin Road and Eglinton Avenue West).

F.06.04.01

Approved
See Recommendation OW-476-86 (T. Southorn)

10. Report dated November 26, 1986, from the Commissioner of Engineering & Works regarding Through Highway Designations to be incorporated into Schedule 10 of By-law 444-79, as amended, within Plans 43M677, 43M678 and 43M679 which is necessary to establish stop controls within the plans.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M677, 43M678 and 43M679 (lands located on the south side of Burnhamthorpe Road West/east of Mary Fix Creek).

F.06.04.01

Approved
See Recommendation OW-477-86 (T. Southorn)

11. Report dated November 26, 1986, from the Commissioner of Engineering & Works regarding Through Highway Designations to be incorporated into Schedule 10 of By-law 444-79, as amended, within Plans 43M687 which is necessary to establish stop controls within the plans.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M687 (lands located on the north side of Britannia Road East/west of Dixie Road).

F.06.04.01

Approved
See Recommendation OW-478-86 (T. Southorn)

12. Report dated November 21, 1986, from the Commissioner of Engineering & Works with respect to the following street names submitted for approval for East Credit Development Corporation (T-86071):

Almart Road	Jade Ridge Drive
Castlefield Drive	Laurel Leaf Crescent
Corrigall Court	Lichfield Road
Crowfoot Street	Lismic Boulevard
Crystal Court	Opal Creek
Daniel Creek	Peterson Boulevard
Diamond Hill Crescent	Rimon Street
Donarly Drive	Rose Ridge Drive
Dream Crest Road	Sapphire Road
Emerald Court	Segriff Drive
Fallingbrook Drive	Sharli Road
Floral Hill Crescent	Silver Stream Drive
Garnet Boulevard	Willowvale Gardens
Grossi Street	Windsor Hill Boulevard

This submission was reviewed by the Region of Peel Street Names Committee on November 19, 1986 and the following names were approved:

Castlefield Drive	Lichfield Road
Crowfoot Street	Lismic Boulevard
Daniel Creek	Rimon Street
Dream Crest Road	Rose Ridge Drive
Fallingbrook Drive	Segriff Drive
Floral Hill Crescent	Willowvale Gardens
Grossi Street	Windsor Hill Boulevard

The other names were refused because of duplications or confusion with similar named streets.

RECOMMENDATION:

That the following names be approved as street names for the East Credit Development Corporation Subdivision T-86072 (lands located north of Eglinton Avenue West/between Second Line West and Creditview Road):

Castlefield Drive	Lichfield Road
Crowfoot Street	Lismic Boulevard
Daniel Creek	Rimon Street
Dream Crest Road	Rose Ridge Drive
Fallingbrook Drive	Segriff Drive
Floral Hill Crescent	Willowvale Gardens
Grossi Street	Windsor Hill Boulevard

F.02.07

Approved
See Recommendation OW-479-86 (D. Culham)

13. Report dated November 24, 1986, from the Commissioner of Engineering & Works regarding the following proposed Street Names for Daniels Business Park:

Bron Boulevard
Danbro Crescent

This submission was reviewed by the Region of Peel Street Names Committee on November 19, 1986 and "Danbro Crescent" was approved.

Bron was refused because of possible pronunciation confusion with "Bram" an existing street in Brampton.

RECOMMENDATION:

That the "Danbro Crescent" be approved as a street name for Daniels Business Park T-84016 (lands located on the east side of Fifth Line West/north of Highway 401).

F.02.07

Approved
See Recommendation OW-480-86 (T. Southorn)

14. Report dated November 25, 1986, from the Acting Commissioner of Building, Zoning and Licensing in response to a request from Mr. C.E. Bonds of 2101 Barsuda Drive for a further two year extension of a temporary building permit to maintain a temporary shelter in which to build a boat. Permission was originally given in October 1979 for two years and subsequently extended until November 1986. Staff have investigated the matter and there has only been one complaint in 1981 which was resolved. The site has been inspected and the premises are well kept and free of problems.

RECOMMENDATION:

That Mr. C.E. Bonds, 2101 Barsuda Drive, be granted a one year extension to November 1987 and a further one year extension to November 1988 for a temporary building permit provided no problems arise with the neighbourhood relating to this matter.

L.01.06

Approved
See Recommendation OW-481-86 (T. Southorn)

15. Report dated November 26, 1986, from the City Clerk regarding a request for Abandonment of Easement registered as Instrument 174978 affecting Blocks D, J and K R.P. 941 submitted by Fieldgate Development and Construction Limited. Instrument 174978 registered in December 1964 was a conveyance of easement for sanitary sewer purposes to The Corporation of The Township of Toronto affecting Blocks D, J and K Registered Plan 941.

Pursuant to the Region of Peel Act, sanitary sewers came under the jurisdiction of the Regional Municipality of Peel. The subject easement is no longer required by the Region and has been abandoned. The City has been requested to participate in the abandonment in order to clear the title to the property.

The release of the easement has been reviewed by the City's Engineering Department and found acceptable.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Release and Abandonment of Easement in connection with instrument registered as 174978 being conveyance of a sanitary sewer easement affecting Blocks D, J and K on Registered Plan 941 (lands located on the south side of Hanson Road north of Surbray Grove).

B.06.595.06

Approved
See Recommendation OW-482-86 (D. Cook)

16. Report dated November 19, 1986, from the City Clerk regarding the sale of City owned surplus lands being the closed out portion of Drumgray Avenue south of Troy Street. An appraisal was prepared which estimates the current market value of the property at $50,000 as a detached residential building lot. Prior to disposal, The Municipal Act permits the adjoining owners to purchase one half of the former road allowance abutting their lands or to purchase the entire portion if one of the property owners chooses not to exercise thie right. The Owner of Lot 253 abutting the east limit have been unable to meet the fixed sum. The owners of Lot 254 have exercised their right to purchase $50,000.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Offer to Purchase from Morris and Gail Jessup for the entire closed out portion of Drumgray Avenue in the amount of $50,000.00 (south of Troy Street on Registered Plan C-20).

E.02.02.02.02

Approved
See Recommendation OW-483-86 (D. Culham)

17. Letter dated October 20, 1986, from Mr. K.J.W. Reeves, Coordinator of Emergency Planning Ontario, Ministry of the Solicitor General, enclosing a copy of Safety Memorandum No. 21 which was circulated to all School Boards and Schools in Ontario outlining recommendations concerning severe weather conditions.

A.01.11.01

Received
See Recommendation OW-484-86 (T. Southorn)

18. Letter dated November 25, 1986, from the Ministry of the Environment confirming the Ministry's decision to provide Municipal Recycling Support Program grants to the City. The maximum assistance available for the period June 1986 to March 31, 1987 will be $557,000.00.

A.02.03.03.01
F.05.04.05

Received
See Recommendation OW-485-86 (T. Southorn)

19. Report 8-86 of the Public Vehicle Authority meeting held on November 24, 1986.

A.03.04.01

Approved
See Recommendations OW-490-86 to 494-86 (T. Southorn)

20. Report 9-86 of the Traffic Safety Council meeting held on November 26, 1986.

A.03.04.11.02

Approved
See Recommendations OW-495-86 to OW-505-86 (T. Southorn)

The following additional items were considered by the Committee.

21. Report dated December 9, 1986, from the Commissioner of Engineering & Works with respect to grade separation priorities in Mississauga. Due to the lack of funds for grade separations, if Eglinton Avenue did not get approved in 1986 or early 1987 it should be dropped from the priority list and that four other grade separations be considered ahead of Eglinton Avenue.

Attached was a letter from the Secretary of the Railway Transport Committee which indicated that the Eglinton Avenue grade separation is virtually ready to be approved by the Canadian Transport Commission subject to the City of Mississauga agreeing that (1) the Railway contribution be 5% or a maximum of $62,500 and (2) the City of Mississauga is prepared to maintain all other facilities such as roads, drainage components, lighting, etc. subject to the Railway maintaining the tracks underneath the road structure to be built.

(a) That the grade separation at the C.P.R. and Eglinton Avenue remain a number one priority for the City if it is approved by the Canadian Transport Commission in the next ninety days; and further that the following be a list of City priorities for grade separations:
(i) Winston Churchill Boulevard;
(ii) Torbram Road North;
(iii) Torbram Road South;
(iv) Goreway Drive.

(b) That the Secretary of the Railway Transport Committee be advised that the City is agreeable that the Railway's contribution to the cost of constructing the grade separation at the C.P.R. and Eglinton Avenue be 5% of the construction cost to a maximum of $62,5000; and further, that the City is prepared to assume responsibility for the road facilities, drainage components, lighting, etc. as part of the grade separation at Eglinton Avenue and the C.P.R.

Mayor McCallion recommended that the City express its concerns regarding the minimal contribution to these grade separations apportioned to the Railway Companies. This motion was voted on and carried.

J.05.82020

Approved
See Recommendation OW-486-86 (D. Culham)
See Recommendation OW-487-86 (H. McCallion)

22. Report dated December 9, 1986, from the Commissioner of Engineering & Works with respect to the Greater Toronto Area Transportation Planning Forum and memorandum from D. H. C. Thwaites, Director of Transportation Policy, Region of Peel, dated November 28, 1986 and a report dated November 17, 1986 which was submitted to Regional Council on November 27, 1986. The Region is requesting that the City of Mississauga endorse their report prior to Christmas.

Mr. Allen of the Region of Peel has been advised that it is not practical for the City to endorse his report dated November 17, 1986 as there are resolutions in this report, such as Resolution 86-388, which would appear to not give any consideration at all to the interests of the City of Mississauga. This is our concern with respect to adopting the No. 1 recommendation in the report.

The No. 2 recommendation in the Region's report deals with Regional facilities and none of these rank as high in our needs as the construction of Eglinton Avenue in the City of Mississauga.

The third recommendation suggests that the Province should consider the use of cost/benefit ratios based on total capital costs per passenger kilometer in deciding which transportation capital expenditure should come first. This would suit the City of Mississauga from a strategy standpoint as it would place all of Mississauga's projects at a very high level in a Provincial rating system and therefore should be used as one of the criteria.

RECOMMENDATION:

(a) That the City of Mississauga request the Ministry of Transportation and Communications to give consideration to the following requests which have been previously outlined to the Greater Toronto Area Transportation Planning Forum:

(i) the construction of Eglinton Avenue from Highway 10 westerly;
(ii) the construction by the M.T.C. of the Highway 401/403/410 interchange;
(iii) the construction by the M.T.C. of the Highway 410/Courtneypark Drive interchange;
(iv) the Highway 403 arterial extension from Cawthra Road to Eglinton Avenue;
(v) the Mississauga busway from Renforth Drive to Winston Churchill Boulevard.

(b) That the City of Mississauga endorse the Region of Peel's suggestion that the M.T.C. use as one of its weighting factors the cost/benefit ratio based on total capital costs per passenger kilometer in deciding the order of transportation capital expenditures.

D.01.04

Approved
See Recommendation OW-488-86 (D. Culham)

23. Memorandum dated December 9, 1986, from Councillor P. Mullin to the Commissioner of Engineering and Works regarding parking on Sandgate Crescent. Councillor Mullin pointed out that at the present time parking is prohibited on the south side of Sandgate Crescent from 8:00 a.m. to 11:00 p.m. through the property of Elmcrest Public School which is required to provide a clear view for motorists and pedestrians from the school. The Councillor has received several complaints from the residents and requested that parking be prohibited through the curves approximately from Vey Road to Karenza and from Vey Rod to Lockhart Road which would eliminate any danger altogether.

Mr. McDonald advised that the Department did not have an opportunity to prepare a written report but had no objection to the recommendation.

Approved
See Recommendation OW-489-86 (P. Mullin)

Recommendations: As per Report 17-86

Adjournment: 11:20 p.m.

OPERATIONS AND WORKS COMMITTEE — DECEMBER 10, 1986

REPORT 17-86

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents it seventeenth report and recommends:

OW-467-86 (a) That the presentation to the Operations and Works Committee by Representatives of the Railway Transport Committee and Operation Life Saver and Mrs. Evelyn Dorfman of the City of Toronto regarding Pedestrian Safety at Railway Crossings be received.

(b) That the Commissioner of Engineering and Works prepare a report for the Operations and Works Committee regarding the suggestion by Mr. K.C. Tikkanen (Director General, Engineering Branch of the Railway Transport Committee) that Mississauga reapply to the Railway Transport Commission for funding pedestrian gates at high priority railway crossings on a pilot project basis.

D.02.04
(OW-468-86)

OW-469-86 That the report dated November 26, 1986, of the Commissioner of Engineering and Works on the Central Traffic Signal Control System be received, and that a further report be prepared on the operation of the system in April 1987.

J.05.82043
(OW-469-86)

OW-470-86 (a) That adult crossing guards not be provided at school bus stop locations.

(b) That the Dufferin Peel Roman Catholic Separate School Board be requested to review their school bus routes with a view to eliminating the need for children to cross Central Parkway East at Bud Gregory Boulevard.

F.06.03.02
(OW-470-86)

OW-471-86 (a) That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited, under the terms of the Servicing Agreement for Coachford Way Subdivision (Plan 43M-512 - lands located north of Britannia Road West/west of Creditview Road).

(b) That the City Treasurer be authorized to release the Letters of Credit currently valued at $147,315.67 and $33,566.50 to the Developer.

(c) That a by-law be enacted to establish the road allowances as public highway and part of the municipal system of the City of Mississauga within Plans 43M-512 (lands located north of Britannia Road West/west of Creditview Road).

B.06.512.02
F.02.02
(OW-471-86)

OW-472-86 (a) That the City of Mississauga assume the municipal works as constructed by the developer, Markborough Properties Limited, under the terms of the Servicing Agreement for Oakington Place Subdivision (Plan 43M-513 - lands located north of Britannia Road West/west of Creditview Road).

(b) That the City Treasurer be authorized to release the Letters of Credit currently valued at $115,860.25 and $4,323.00 to the Developer.

(c) That a by-law be enacted to establish the road allowances as public highway and part of the municipal system of the City of Mississauga within Plans 43M-513 (lands located north of Britannia Road West/west of Creditview Road).

B.06.512.02
F.02.02
(OW-472-86)

OW-473-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on the west side of Hawkestone Road across the frontage of Indal Technologies Inc., 3570 Hawkestone Road.

F.06.04.02
(OW-473-86)

OW-474-86 That extended parking not be implemented on Kilbride Crescent as the criteria for the evaluation of extended on-street parking was not met.

F.06.04.02
(OW-474-86)

OW-475-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a 40 km/h speed zone on Paisley Boulevard from Mavis Road to Callum Avenue.

F.06.04.10
(OW-475-86)

OW-476-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in plans 43M663 and 43M671 (lands located at the northeast corner of McLaughlin Road and Eglinton Avenue West).

F.06.04.01
(OW-476-86)

OW-477-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M677, 43M678 and 43M679 (lands located on the south side of Burnhamthorpe Road West/east of Mary Fix Creek).

F.06.04.01
(OW-477-86)

OW-478-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the designation of through highways in Plans 43M687 (lands located on the north side of Britannia Road East/west of Dixie Road).

F.06.04.01
(OW-478-86)

OW-479-86 That the following names be approved as street names for the East Credit Development Corporation Subdivision T-86072 (lands located north of Eglinton Avenue West/between Second Line West and Creditview Road):

Castlefield Drive
Crowfoot Street
Daniel Creek
Dream Crest Road
Fallingbrook Drive
Floral Hill Crescent
Grossi Street
Lichfield Road
Lismic Boulevard
Rimon Street
Rose Ridge Drive
Segriff Drive
Willowvale Gardens
Windsor Hill Boulevard

F.02.07
(OW-479-86)

OW-480-86 That the "Danbro Crescent" be approved as a street name for Daniels Business Park T-84016 (lands located on the east side of Fifth Line West/north of Highway 401).

F.02.07
(OW-480-86)

OW-481-86 That Mr. C.E. Bonds, 2101 Barsuda Drive, be granted a one year extension to November 1987 and a further one year extension to November 1988 for a temporary building permit provided no problems arise with the neighbourhood relating to this matter.

L.01.06
(OW-481-86)

OW-482-86 That a by-law be enacted to authorize execution of a Release and Abandonment of Easement in connection with instrument registered as 174978 being conveyance of a sanitary sewer easement affecting Blocks D, J and K on Registered Plan 941 (lands located on the south side of Hanson Road north of Surbray Grove).

B.06.595.06
(OW-482-86)

OW-483-86 That a by-law be enacted to authorize execution of the Offer to Purchase from Morris and Gail Jessup for the entire closed out portion of Drumgray Avenue in the amount of $50,000.00 (south of Troy Street on Registered Plan C-20).

E.02.02.02.02
(OW-483-86)

OW-484-86 That the letter dated October 20, 1986, from Mr. K.J.W. Reeves, Coordinator of Emergency Planning Ontario, Ministry of the Solicitor General, enclosing a copy of Safety Memorandum No. 21 which was circulated to all School Boards and Schools in Ontario outlining procedures to be followed in severe weather conditions be received for information.

A.01.11.01
(OW-484-86)

OW-485-86 That the letter dated November 25, 1986, from the Ministry of the Environment confirming the Ministry's decision to provide Municipal Recycling Support Program grants to the City be received for information.

A.02.03.03.01
F.05.04.05
(OW-485-86)

OW-486-86 (a) That the grade separation at the C.P.R. and Eglinton Avenue remain a number one priority for the City if it is approved by the Canadian Transport Commission in the next ninety days; and further that the following be a list of City priorities for grade separations:
(i) Winston Churchill Boulevard;
(ii) Torbram Road North;
(iii) Torbram Road South;
(iv) Goreway Drive.

(b) That the Secretary of the Railway Transport Committee be advised that the City is agreeable that the Railway's contribution to the cost of constructing the grade separation at the C.P.R. and Eglinton Avenue be 5% of the construction cost to a maximum of $62,500; and further, that the City is prepared to assume responsibility for the road facilities, drainage components, lighting, etc. as part of the grade separation at Eglinton Avenue and the C.P.R.

J.05.82020
(OW-486-86)

OW-487-86 That the Railway Transport Committee be advised that the City of Mississauga objects to the minimal funding for Grade Separations apportioned to the Railway Companies.

J.05.82020
(OW-487-86)

OW-488-86 (a) That the City of Mississauga request the Ministry of Transportation and Communications to give consideration to the following requests which have been previously outlined to the Greater Toronto Area Transportation Planning Forum:

(i) the construction of Eglinton Avenue from Highway 10 westerly;
(ii) the construction by the Ministry of Transportation and Communications of the Highway 401/403/410 interchange;
(iii) the construction by the Ministry of Transporation and Communications of the Highway 410/Courtneypark Drive interchange;
(iv) the Highway 403 arterial extension from Cawthra Road to Eglinton Avenue;
(v) the Mississauga busway from Renforth Drive to Winston Churchill Boulevard.

(b) That the City of Mississauga endorse the Region of Peel's suggestion that the Ministry of Transportation and Communications use as one of its weighting factors the cost/benefit ratio based on total capital costs per passenger kilometer in deciding the order of transportation capital expenditures.

D.01.04
(OW-488-86)

OW-489-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking from 8:00 a.m. to 11:00 p.m. on the north side of Sandgate Crescent from approximately Lockhart Road to Karenza Road.

F.06.04.02
(OW-489-86)

OW-490-86 That the report dated September 5, 1986, from Mr. A. E. McDonald, Acting Commissioner of Building and Mr. L. W. Stewart, City Solicitor, regarding proposed amendments to By-law 697-84, as amended - Section 62(6) - Priority List, be referred back to staff for a further report to the Public Vehicle Authority incorporating the comments of the industry and Authority as set out in the minutes of the November 24, 1986, Public Vehicle Authority meeting.

L.08.02
L08.04.02
(PVA-64-86)

OW-491-86 (a) That Schedule II of City of Mississauga By-law 697-84, as amended, be further amended to reflect an increase in the initial drop on a taxicab meter to $2.00 effective April 1, 1987.

(b) That Map B, representing Schedule IV of City of Mississauga By-law 697-84, as amended, the flat rate map for taxicabs, as attached to the agenda of the Public Vehicle Authority for November 24, 1986, be adopted, effective January 1, 1987.

(c) That Map D, representing Schedule III of City of Mississauga By-law 697-84, as amended, the flat rate map for Airport Public Transportation Vehicles, and as presented to the Public Vehicle Authority at their meeting of November 24, 1986, be adopted effective January 1, 1987.

(d) That the Legal Department be requested to prepare the necessary amendments to By-law 697-84, as amended, to incorporate the above changes.

L.08.02
(PVA-65-86)

OW-492-86 That the report dated November 12, 1986, from Mr. A. E. McDonald, Acting Commissioner of Building, Zoning and Licensing, regarding free taxicab service for Mississauga residents as specified and provided by City Taxi in an undated letter to the Public Vehicle Authority meeting of November 24, 1986, be adopted.

L.08.04.01
(PVA-66-86)

OW-493-86 That the letter dated November 4, 1986, from Larry E. Button, Regional Clerk, Regional Municipality of Peel, advising that the following resolution was approved by Regional Council at its meeting held on October 16, 1986, be received:

"That Regional staff be authorized to revise the terms of tenders for Transhelp taxi contracts for 1986 to 1988, to incorporate a flat rate per trip based on employee driven cabs as outlined in the report of the Commissioner of Social Services dated September 17, 1986;
And further, that the report be circulated for information to the relevant licensing offices in each municipality, and to each of the school board in Peel."

A.02.04.02.01
L.08.02
L.08.03
(PVA-67-86)

OW-494-86 That staff prepare a further report regarding public vehicle licence transfer fees for future consideration of the Public Vehicle Authority and that Mr. Speciale be invited to attend the meeting when this report is considered.

L.08.02
(PVA-68-86)

OW-495-86 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a further site inspection on Bough Beeches Boulevard at Sts. Martha and Mary School after the March Break in 1987, ie four months after the crossing guard has been placed at that location.

F.06.03.02
(TSC-99-86)

OW-496-86 That the request from D. Waisman, Vice-Principal, Sts. Peter and Paul School, 4205 Woodington Drive, for permission to operate a School Foot Patrol and a School Bus Patrol, be approved.

F.06.03.02
(TSC-100-86)

OW-497-86 That the following correspondence considered by the Traffic Safety Council at its meeting on November 26, 1986, with respect to concerns for children crossing Unity Drive, Loyalist Drive and Osbourne Drive to reach bus stops in the new subdivision, be received for information:

(a) letter dated October 28, 1986, from Mrs. Freda Flook, 4110 Loyalist Drive, setting out her concerns,

(b) letter dated November 10, 1986, from Mr. R. Scott, Manager of Transportation and Assessment, The Dufferin-Peel Roman Catholic Separate School Board advising that he has reviewed the situation which has since changed so that the concerns have been eliminated,

(c) letter dated November 11, 1986, from Mrs. B. J. Gates, Area Business Officer, Peel Board of Education, advising that effective November 11, 1986, their buses are going into the subdivision, and the students are waiting on sidewalks and are flashed across Loyalist Drive and Galbraith Drive enroute to and from Unity Drive.

F.06.03.02
(TSC-101-86)

OW-498-86 That a temporary crossing guard be placed at the intersection of Aquitaine Avenue and Montevideo Road to assist students of St. Teresa Avila School, scheduled to open in January 1987, and that the Site Inspection Subcommittee conduct an inspection at the intersection after the opening of the school to determine if warrants are met to retain the temporary guard.

F.06.03.02
(TSC-102-86)

OW-499-86 That the offer from Ms Helene Osborne, President, Sheridan Park School Association, to meet with the Traffic Safety Council to discuss the matter of vehicles parking in prohibited areas in front of schools, be accepted with thanks, and that Ms Osborne be invited to attend the January 1987 meeting.

F.06.03.06
(TSC-103-86)

OW-500-86 That the News Release dated October 29, 1986, from the Canada Safety Council, with respect to the request for submissions regarding "transportation safety" for the June 1987 conference, be received for information.

H.04.01
H.05.03.01
(TSC-104-86)

OW-501-86 That the verbal report by Dr. A. Wood, Traffic Safety Council, that he has investigated a reported sight obstruction at 3064 Ballad Drive and found no problems, be received for information.

F.06.03.01
(TSC-105-86)

OW-502-86 That the request from M. Berlingieri, Principal, St. Rose of Lima School, 4590 The Gallops, for permission to operate a School Foot Patrol and a School Bus Patrol, be approved.

A.03.04.11.02
F.06.03.06
(TSC-106-86)

OW-503-86 That the Site Inspection Report submitted by Dr. A. Wood, with respect to the intersection of Truscott Drive and Clarkson Road, be received for information.

F.06.03.02
(TSC-107-86)

OW-504-86 That the letter dated November 20, 1986, considered by the Traffic Safety Council at its meeting on November 26, 1986, from Mr. A. A. Elliott, Director, Marketing & Sales, Dineen Construction Limited, 70 Disco Road, Rexdale, with respect to a car parked at the curb in the right-turn lane of Rathburn Road East at Fieldgate Drive, be received for information.

F.06.03.02.02
(TSC-108-86)

OW-505-86 That the deputant to the Management Committee of The Dufferin Peel Roman Catholic Separate School Board requesting a site inspection of the walking route from Parmeer Drive to St. Martin Secondary School be invited to appear before the Traffic Safety Council to outline the concerns.

F.06.03.02.02
(TSC-109-86)